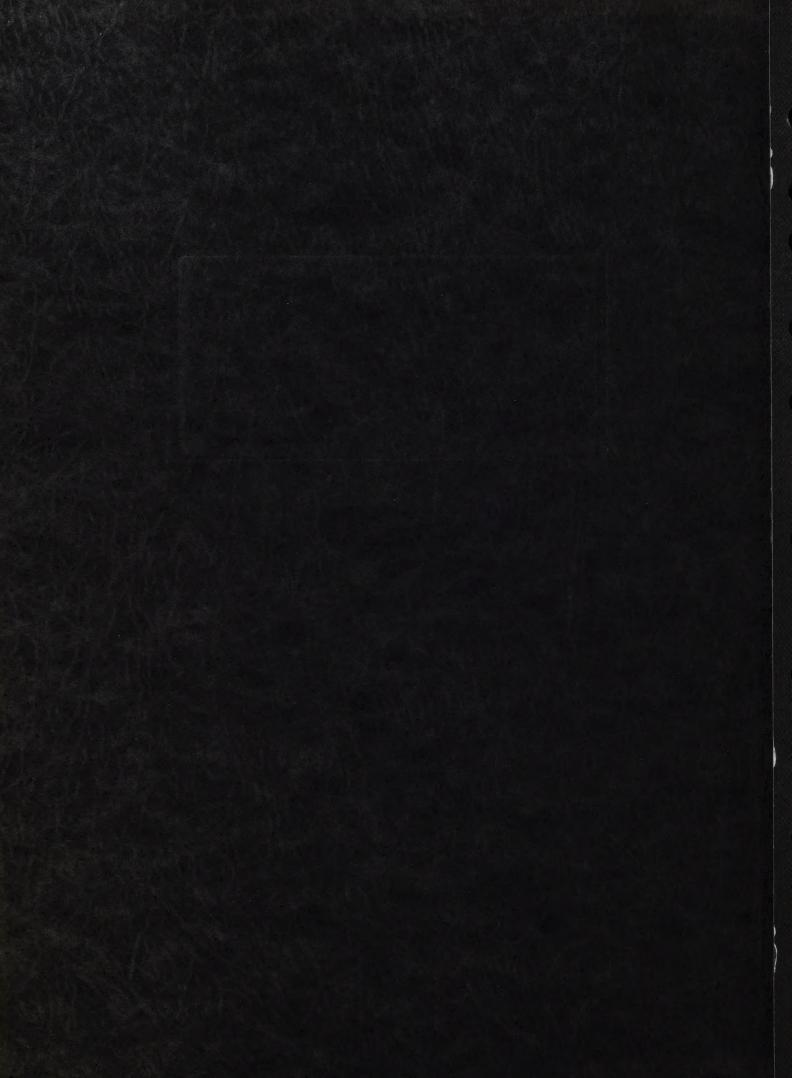
CA4 ON HBL A05 C51T6 1998 URBAN MUNICIPAL AGENDAS TRANSPORT & ENVIRONMENT COMMITTEE NOV. 2, 1998



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ENVERAMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 November 2nd 9:30 o'clock a.m. Room 233, City Hall

> Kevin C. Christenson, Secretary Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

Closure of Alley - Avondale Avenue

2. CONSENT AGENDA

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

TRAFFIC DIVISION

- (a) Parking for Services in Kind Hamilton Bulldogs Hockey Club
- (b) Free Metered Parking in the Downtown for the Month of December 1998 (Report to Follow)

The Urban Municipal Collection 2nd Floor Hamilton Public Library

and



4. OTHER BUSINESS

- (a) City Council Correspondence
 Ainslie Wood/Westdale Community Association
 Neighbourhood Concerns
- (b) Regional Council Correspondence Rationalization of Regional Road System
- (c) City Council Referral
 Smart Moves Demonstration Project
 King Street West

5. ADJOURNMENT



Transport and Environment Committee

Outstanding Items

) .	Items	Original Date	Action	Status
1.	Traffic Regulations - Eastbound Traffic on Bartonville Crt. be required to stop for northbound and southbound traffic on Garside Avenue South	1996 Nov. 4 th	Commissioner of Public Works and Traffic	Ald. Wilson for petition
2. Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario		1997 January 20 th	Commissioner of Public Works and Traffic and City Solicitor	Update the Committee of New Developments
3.	Downtown Hamilton Improvement Plan On-Street Parking Enforcement	1997 June 16 th	Commissioner of Public Works and Traffic	Report Back
4.	Encroachment Agreement - No. 46 Ferguson Avenue South Radigan Brothers Ltd.	1997 July 2 nd	Staff, Ward Aldermen and Chairman of the T&E Committee	Report Back
5.	830 Dunn Avenue	1997 Dec. 11 th	City Solicitor	Report Back
	Proposed Road Closure: North/South Unassumed Alley 1st west of East 16th Street between Thayer and Queensdale Avenues	1998 March 2nd	Ward Aldermen to meet with the area residents	Report Back
7.	Earthday - Reuse Days Proposal	1998 March 2 nd	Ward Alderman and staff to meet with Mr. Pomerantz	Report Back
8.	Intersection of Locke Street North and Florence Street	1998 March 2 nd	Alderman Kiss	Tabled
9.	Closure of Mead Avenue	1998 April 6 th	Ald. Wilson	Report Back
10.	Rental of Bay King Property for a Municipal Parking Lot	1998 May 4 th	Commissioner Public Works and Traffic	Tabled for further information
10.	Proposed Outdoor Boulevard Cafe - 49 King William St.	1998 Sept 21st	Commissioner of Public Works and Traffic	Report Back

Kevin C. Christenson, Secretary November 2nd, 1998



CITY OF HAMILTON

- RECOMMENDATION -

1

DATE:

1998 October 27

T103-03 (371) J. K. Clairmont

REPORT TO:

Mr. Kevin C. Christenson, Secretary Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic Department of Public Works and Traffic

SUBJECT:

Proposed Closure: 1st North/South Unassumed Alley West of Avondale Street from the South Limit of #221 Avondale, Northerly to the Previously Closed

North/South Alley

(R-98-19)

RECOMMENDATION:

- a) That the application of 1233782 Ontario Inc. (219-223 Avondale Street) to stop-up, close and sell the 1st North/South unassumed alley west of Avondale Street, from the south limit of #221 Avondale Street, northerly to the previously closed north/south alley, be approved, subject to the following conditions:
 - i) That the City Solicitor be authorized to make an application to a Judge of the Ontario Court (General division) under Section 88 of The Registry Act, R.S.O. 1990, for an order to stop-up, close and sell the 1st north/south unassumed alley west of Avondale Street from the south limit of #221 Avondale Street, northerly to the previously closed north/south alley.
 - ii) That the Senior Director of the Transportation Department, Roads Division, be directed to sign an affidavit setting out that no public funds have been expended on the portion of alleyway to be closed.
 - That the documentation regarding the application to a Judge of the Ontario Court (General Division) be prepared by the applicant and that the applicant be responsible for all fees payable to the Ontario Court (General Division) for review by the City Solicitor.
 - iv) That the applicant prepare and register a reference plan under the Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.

Proposed Closure: North/South Alley West of Avondale Street

Cont'd...

- v) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act.
- vi) That the applicant provide an easement to Bell Canada for their existing aerial plant within the closure limits.
- vii) That the City Clerk be authorized to proceed with the disposition of the subject lands to the abutting owners.
- b). Provided the order from the Judge of the Ontario Court (General Division) to close the unassumed alley is granted:
 - i) That the Commissioner of Transportation be directed to prepare a by-law for the sale of the closed unassumed alley to the abutting owners;
 - ii) That the City Clerk be directed to publish a notice pursuant to Section 300 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.

aD. Lobo

Commissioner

Public Works and Traffic

E. M. Gill, P. Eng.

Senior Director Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from 1233782 Ontario Inc. (221-223 Avondale Street) to stop-up, close and sell the 1st north/south unassumed alley west of Avondale Street from the northerly limit of #223 Avondale Street to the south limit of #221 Avondale Street.

The limit of the alley requested for closure continues north of existing east/west CP land. In 1949 the north/south alley lying north of the CP land was closed by a Judge's Order and registered as Instrument #159572 N.S.

The present alley system is "T" shaped, in the block surrounded by Avondale Street, Barton Street East, Gage Avenue North and Mons Avenue. The application for closure pertains to the existing north/south alley which is unassumed. The proposed closure area is part of an alley system connecting to an assumed alley at the south limit, with entrances from Avondale Street and Gage Avenue North. In 1961 By-Law #9369 authorized assumption of the 1st alley north of Barton from Gage Avenue North to Avondale Avenue.

-page 3-1998 October 27

Proposed Closure: North/South Alley West of Avondale Street

Cont'd...

The proposed closure of the north/south alley would still provide unobstructed access to the assumed east/west alley and would not adversely affect the access to residents abutting on the unassumed north/south alley.

This Department circulated notice to the abutting property owners/residents and to the affected municipal departments and public utility companies. The results are as follows:

- i) Abutting owners:
 Total number circularized 105
 In Favour 2 Opposed 3 No Response 100
- ii) Municipal Departments:

 No objections, City Clerk's Department has advised that the lands be sold at fair market value.
- Public Utilities:
 No objections, however, Bell Canada has existing aerial telephone and coaxial
 TV cables within the closure limits and will require an easement. Bell Canada
 will perform a field investigation to determine the extent of the easement
 required.

The three (3) objections from area residents concerned the loss of parking and access to existing garages on the north/south alley. There was also concern that should the south portion of the north/south alley be blocked, there would be no northerly access. The alley does not have an east/west municipal exit to the north; however vehicles could exit the alley only if they crossed private property and drive over the existing CP railway tracks. No garages are within the proposed closure limits and there were no visible signs of vehicles being parked within the limits of the proposed closure area.

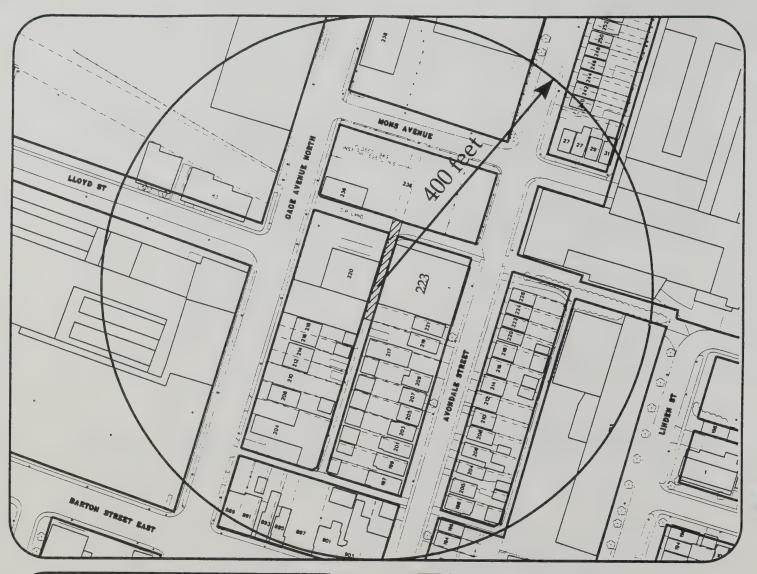
Since the proposed closure limits include a portion of alleyway abutting CP lands, if the request for closure is approved the portion of alley abutting the CP lands should also be included in the closure so as to clarify the ownership of the parcels in the area and to avoid a "land-locked" alley. This portion would be offered to CP. The remainder of the alley would be offered to the applicant on the east side and the owner to the west side at fair market value.

Although there were some negative responses received from the neighbourhood, all affected departments have concluded that the closure would not have an adverse effect on the neighbourhood. Based on our research and the departmental comments, this Department is in favour of the closure.

JKC:

cc: Alderman B. Morelli cc: Alderman D. Haining

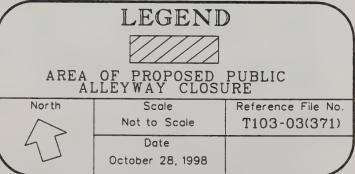
cc: M. Watson, City Clerk's Department, Real Estate Division

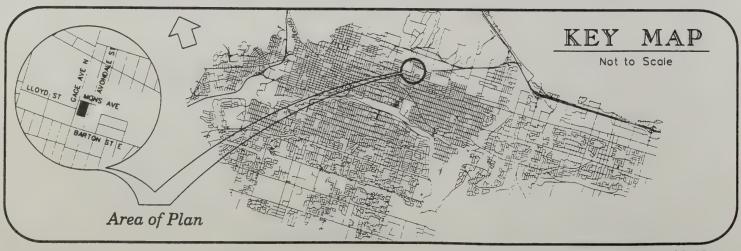


LOCATION PLAN

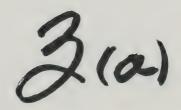
FOR PROPOSED PUBLIC ALLEYWAY CLOSURE

Regional Municipality of Hamilton-Wentworth Regional Transportation Department





CITY OF HAMILTON



- RECOMMENDATION -

DATE:

1998 October 16

File No. TEC-277-98 / Author: M. Hazell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Parking for Services in Kind – Hamilton Bulldogs Hockey Club

RECOMMENDATION:

- (a) That, in accordance with the current City Council policy respecting "parking for services in kind", the request of the Hamilton Bulldogs Hockey Club, to provide 2 8-foot dasher boards to promote City sponsored events, 1 full page souvenir program ad for City sponsored events, 6 club seats for 40 home games and public announcement and message centre announcements for City sponsored events (\$15,000 value) in exchange for 48 parking passes (a \$15,250 value consisting of 14 passes for the York Boulevard Parkade, 17 passes for the Bay and Cannon Streets lot, and 17 passes for the Convention Centre parking garage) for the 1998-1999 season, be approved; and
- (b) (i) That approval be given to continue the past practice of revenue sharing on a 50/50 basis with the Hamilton Bulldogs Hockey Club for game night parking revenues (for those revenues accrued from 90 minutes prior to game time) for:
 - lot #66 (Bay and Cannon Streets); and
 - lot #67 (Queen and Hess Streets); and
 - lot #80 (Bay and King Streets)
 - (ii) as well as for the estimated number of cars parked at lots #37 (Convention Centre Parking Garage) and #68 (York Parkade) for the purpose of attending the hockey games.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

During the 1997/1998 Bulldog Hockey season, the 50/50 profit sharing arrangements for persons parking in the subject municipal car parks during Bulldog games resulted in a payment of \$10,618 to the Bulldogs.

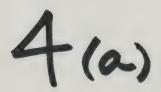
BACKGROUND:

Staff has received a request from the Hamilton Bulldogs Hockey Club for complimentary parking passes for their staff, players and coaches in exchange for advertising City sponsored events and 6 club seats for each of the 40 home games. Such an arrangement was previously authorized by the former Hamilton Parking Authority Board since 1996, and in accordance with the current City Council policy, staff recommends that the "parking for services in kind" arrangement be continued.

In addition, the owner of the Bulldogs negotiated several parking concessions upon locating in Hamilton, including a 50/50 split of the parking revenues on the surface parking lots in the immediate area where it is evident that all of the parkers are attending the Bulldogs hockey games, as well as a 50/50 split of the estimated hockey parkers in the York Boulevard Parkade and the Convention Centre parking garage. This arrangement has been satisfactory since 1996 and staff recommend that this business arrangement with the Hamilton Bulldogs Hockey Club be continued.

MBH/kag

Office of the City Clerk Memorandum



TO:

Tina Agnello, Secretary Planning and Development

Kevin Christenson, Secretary

Transport and Environment Committee

FROM:

S.G. Hollowell

Acting City Clerk

Office of the City Clerk

PHONE:

(905) 546-4645

DATE:

1998 September 30

SUBJECT: Correspondence from the Ainslie Wood/Westdale Community Association

Respecting Concerns in the Neighbourhood, dated 1998 September 17

Council at its meeting of 1998 September 29 referred the above-noted correspondence which is attached hereto to the Planning and Development Committee and Transport and Environment Committee for consideration.

Souvolloulf

SGH/ta

AINSLIE WOOD/WESTDALE COMMUNITY ASSOCIATION

1063 King Street West, Suite 221 Hamilton, ON L8S 1L8

September 17, 1998

Mr. Joseph Schatz City Clerk c/o City Hall 71 Main Street West Hamilton, ON L8P 4Y5

Dear Mr. Schatz:

We are writing to you on behalf of the Ainslie Wood/Westdale Community Association (AWWCA). This new community association represents a large number of resident owners in the Ainslie Wood and Westdale area who are seriously concerned about the condition of their neighbourhoods. The members of the AWWCA are united in their determination to bring about positive changes in a variety of areas related to the physical condition and atmosphere of their neighbourhoods.

Monster homes and rental properties have significantly increased the population in our neighbourhoods. Absentee landlords are becoming the norm. Property standards have declined. Noise, traffic, parking and alcohol-related incidents are on the rise. As a result, our quality of life and enjoyment of property have disintegrated. However, something can be done. It is called enforcement.

With increasing frequency, we place calls to noise and traffic control, property standards, building standards and the Regional Police to report infractions and safety issues. Rarely is a proper investigation conducted or a law enforced as a result of our complaints. As taxpayers and voters we insist on effective use of our tax dollars. That is to say, we want zero tolerance and 100 % enforcement of applicable Federal Statutes, Provincial Statutes and Regional and Municipal By-laws. We anticipate prompt enforcement via charges and thorough reporting and follow-up.

We would appreciate hearing from you regarding how you plan to improve enforcement in our community. We look forward to working with you in the near future as we strive to make our neighbourhoods better places to live.

Sincerely yours,

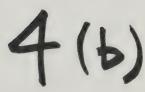
Joy James President

√ice-President

Vice-President



REGIONAL MUNICIPALITY OF HAMILTON-



Office of the Clerk

October 6, 1998

Mr. J. Schatz Clerk City of Hamilton 71 Main Street West Hamilton, Ontario L8N 3T4

Dear Mr. Schatz:

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OFFICE OF THE	CITY CLERK						
001 0 6	OCT 0 6 1998						
REC. BY REF'D. TO REF'D. TO REF'D. TO	DATE DATE DATE DATE						
ACTION: F.Y-J.	2.						

Regional Council, at its special meeting held on Thursday, July 9, 1998, approved Item 9.36, as amended, of the Transportation Services Committee section of the agenda, as follows:

9.36 Rationalization of Regional Road System (RDS97117(a))

That the Area Municipalities be requested to endorse, or to provide the Area Municipal Councils' positions on, by **1998 October 15**, the proposal to transfer certain Regional roads to the Area Municipalities and to assume certain Area Municipal roads on 1999 March 31 as outlined in Report RDS97117(a), as follows:

- a) That the Regional Roads listed in Schedule "A" of Report RDS97117(a) be transferred to the applicable Area Municipality and be deleted from the Regional road system;
- b) That the roads listed in Schedule "B" of Report RDS97117(a) be assumed as Regional Roads;
- c) That a by-law be enacted to implement these transfers, effective 1999 March 31;
- d) That previously planned road transfers approved by Council for the assumption of new/reconstructed Dundas Street from Dundas and the transfer of Ogilvie Street and reconstructed South Street to Dundas, proceed in 1998;
- e) That previously planned road transfer for the assumption of and contribution toward a reconstructed/widened portion of Centennial Parkway from Stoney Creek and the transfer of King Street to Stoney Creek, without compensation, proceed in 1998:

f) That capital transition grants be paid to the Area Municipalities on 1999 March 31 and 2000 March 31 for the roadways to be transferred in 1999, as follows:

Municipality	1999 March 31	2000 March 31		
Hamilton	\$4,165,000 + Dev Chg	\$4,165,000 +/- adjustments		
Ancaster	\$516,000 + Dev Chg	\$516,000 +/- adjustments		
Dundas	\$56,000 + Dev Chg	\$56,000 +/- adjustments		
Stoney Creek	\$260,000 + Dev Chg	\$260,000 +/- adjustments		
Flamborough	\$841,000 + Dev Chg	\$841,000 +/- adjustments		
Glanbrook	\$153,000 + Dev Chg	\$153,000 +/- adjustments		

with the 1999 March 31 Development Charge credit based on 1998 January 1 to 1999 January 1 apportioned Development Charge revenues, and with the 2000 March 31 adjustments based on a complete road and structure needs analysis to be conducted in Spring, 1999;

g) That the staff, equipment and equipment reserves associated with these road transfers be transferred proportionally to the Area Municipalities of Ancaster, Dundas, Flamborough and Glanbrook on 1999 March 31, if not already transferred by that time.

Enclosed for your information and appropriate action is a copy of Report RDS97117(a).

Should you have any questions with respect to this matter, please do not hesitate to contact Ted Gill, Senior Director of the Roads Division, at 546-4300.

Yours truly

Carolyn Biggs/ Legislative Assistant

:cab. Encl.

c.c. E. M. Gill, Senior Director, Roads Division

REGION OF HAMILTON-WENTWORTH - RECOMMENDATION -

DATE:

1998 June 30

T101-27 Gill/Aston

REPORT TO:

Chairman and Members

Regional Council

FROM:

E. M. Gill, P. Eng.

Senior Director Roads Division

SUBJECT:

Rationalization of Regional Road System (RDS97117a)

RECOMMENDATIONS:

That the Area Municipalities be requested to endorse, or to provide the Area Municipal Councils' positions on, by 1998 September 15, the proposal to transfer certain Regional roads to the Area Municipalities and to assume certain Area Municipal roads on 1999 March 31, as outlined in Report RDS97117a, as follows:

- a) That the Regional roads listed in Schedule A of Report RDS97117a be transferred to the applicable Area Municipality and be deleted from the Regional road system.
- b) That the roads listed in Schedule B of Report RDS97117a be assumed as Regional roads.
- c) That a by-law be enacted to implement these transfers effective 1999 March 31.
- d) That previously planned road transfers approved by Council for the assumption of new/reconstructed Dundas Street from Dundas and the transfer of Ogilvie Street and reconstructed South Street to Dundas proceed in 1998.
- e) That previously planned road transfers for the assumption of and contribution toward a reconstructed/widened portion of Centennial Parkway from Stoney Creek and the transfer of King Street to Stoney Creek without compensation proceed in 1998.
- f) That capital transition grants be paid to the Area Municipalities on 1999 March 31 and 2000 March 31 for the roadways to be transferred in 1999 as follows:

Municipality	1999 March 31	2000 March 31
Hamilton	\$4,165,000 + Dev Chg	\$4,165,000 +/- adjustments
Ancaster .	\$516,000 + Dev Chg	\$516,000 -+/- adjustments
Dundas	\$56,000 + Dev Chg	\$56,000 +/- adjustments
Stoney Creek	\$260,000 + Dev Chg	\$260,000 +/- adjustments
Flamborough	\$841,000 + Dev Chg	\$841,000 +/- adjustments
Glanbrook	\$153,000 + Dev Chg	\$153,000 +/- adjustments

with the 1999 March 31 Development Charge credit based on 1998 January 1 to 1999 January 1 apportioned Development Charge revenues, and with the 2000 March 31 adjustments based on a complete road and structure needs analysis to be conducted in spring 1999.

g) That the staff, equipment and equipment reserves associated with these road transfers be transferred proportionally to the Area Municipalities of Ancaster, Dundas, Flamborough and Glanbrook on 1999 March 31 if not already transferred by that time.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

1. Financial

The combined impact on the collective Regional taxpayer due to the change in jurisdiction over various sections of Regional roads would be zero if the level of service provided by the Area Municipalities is the same as that now provided by the Region, but could result in a cost reduction if the levels of service on the transferred roadways are reduced by the Area Municipalities. There would be a decrease in the Region's annual road maintenance current budget of approximately \$6,530,000, and a corresponding but not proportional increase in the individual budgets of the Area Municipalities.

To allow the Area Municipalities sufficient time to adjust capital budgets to reflect the increased burden of rehabilitating the transferred roads, a transition grant to offset the capital improvement costs is proposed. To provide a two-year transition grant to the Area Municipalities based on pro-rating the Roads Capital Budget for the years 1988 and 1999 for the percentage of roads to be reverted will require funding of \$11,982,000 which would be funded from an unreduced Roads Capital Budget in 1999 and 2000. The grant to each municipality, which would be directly proportional to the outstanding road needs of the roads to be transferred to that municipality, would be as follows:

Multicipality	1999 March 31	2000 March 31
Hamilton	\$4,165,000 + Dev Chg	\$4,165,000 +/- adjustments
Ancaster .	\$516,000 + Dev Chg	\$516,000 +/- adjustments
Dundas	\$56,000 + Dev Chg	\$56,000 +/- adjustments
Stoney Creek	\$260,000 + Dev Chg	\$260,000 +/- adjustments
Flamborough	\$841,000 + Dev Chg	\$841,000 +/- adjustments
Glanbrook	\$153,000 + Dev Chg	\$153,000 +/- adjustments

There are proposed to be financial adjustments to both payments: the addition of a Development Charge credit to the 1999 payment, and adjustments to the 2000 payment based on a complete road and structure needs study to be undertaken in the spring of 1999. The portion of Development Charge revenues to be assigned as a credit on 1999 March 31 will be apportioned based on a five-year history of development charges received within each municipality.

2. Staffing, Vehicles, and Equipment

The transfers would result in a 33% reduction in the number of lane-km being maintained by Regional forces. This change would result in a surplus of up to ten Regional employees, in addition to vehicles, equipment, and reserves with a value of approximately \$800,000. It is recommended that these staff, equipment, and reserves be transferred to the Area Municipalities of Ancaster, Dundas, Flamborough, and Glanbrook as part of the transfer package, unless such transfer has already occurred as a result of the complete transfer of maintenance activity to the area municipalities. In the case of the City of Hamilton and the City of Stoney Creek, this would not apply, as those municipal forces already undertake the maintenance of Regional Roads.

3. Legal

Recent amendments to The Municipal Act give the authority to the Region to unilaterally and without compensation transfer roads to the Area Municipalities. The approach of staff has, of course, been consensual with respect to discussions with the Area Municipal road authority staff, and there are provisions in the recommendations for two years of bridging to minimize capital levy shock. The Council of the Town of Flamborough resolved in the spring that it was willing to accept former Regional roads, provided that they were transferred in a suitable condition, i.e. not requiring rehabilitation.

SUSTAINABLE COMMUNITY IMPLICATIONS:

(Vision 2020, adopted by Regional Council as their vision for the future of Hamilton-Wentworth, embodies the concept of a sustainable community which is an equal balance of the economy, the environment, and social/health factors in all regional decision-making.)

The Regional Transportation Review, which was the transportation component follow-up to Vision 2020, recommended that the Regional road network be rationalized to retain continuous higher standard roadways serving a Regional interest, and transfer roadways serving primarily local interests and abutting properties.

A reduced Regional Road network retaining only those roads that provide continuous higher standard roadways serving a Regional interest, and transferring roadways serving primarily local interests and abutting properties would have the following benefits:

- permit the identification of a core Regional road system on a consistent basis throughout the Region, to ensure equity in funding the operation, maintenance, and rehabilitation of the system
- roadways would be transferred which are primarily local in nature and which usually involve issues which are under Area Municipal jurisdiction eg. streetscaping, traffic calming, parking, and lower speed limits
- the ability for Area Municipalities to apply local standards of maintenance and rehabilitation to the transferred roads, instead of a higher Regional standard, resulting in lower maintenance costs
- the ability for the Region to strategically focus spending on the remaining core Regional road system

BACKGROUND:

The present Regional road system as of the spring of 1998, including all former Provincial highways which have now been downloaded from the Province, consists of 1,958.5 lane-km of roadway. Following the 1998 proposed transfers of Ogilvie Street and South Street in Dundas, and King Street in Stoney Creek, and the proposed assumption of Dundas Street in Dundas and Centennial Parkway in Stoney Creek, and the 1999 completion of the LINC connection to Mud Street, and the transfer of Stone Church/Paramount to Hamilton/Stoney Creek, the Regional road system will be 1,960.2 lane-km in length. In the future, when Highway 6 (New) completes the connection between Hwy. 403 and Hwy. 6 South, Fiddlers Green Road south of former Hwy 53, and Butter Road/Airport Road will be transferred to the Area Municipalities.

Revised criteria for Regional roads were developed, reviewed with the engineers/road superintendents of the area municipalities, and agreed to by all. The criteria are as follows:

- i) provide a connection between urban centres having a population in excess of 750 persons to each other and to the Provincial Highway network;
- ii) provide a major arterial road service from major commercial, industrial and institutional complexes to the Provincial Highway network;
- reduce traffic volumes on the local road system by providing major arterial road service parallel to and/or crossing of major barriers where feasible given no other Provincial Highway or major arterial road is within a reasonable distance;
- iv) provide continuity of the major arterial network within the Region with that of adjacent jurisdictions; and
- v) provide continuity of the major arterial network for the roads listed above.

Regional staff prepared a draft Regional road network based on an application of the criteria, and several meetings were held with the Area Municipal staff over the past half year to discuss differences in the application of the criteria. Many of the differences have been resolved, but there are still several outstanding road sections on which there is not yet agreement, and which staff will attempt to resolve with the Area Municipal staff before the end of the summer.

Many of the roadways which are proposed to be transferred to the Area Municipalities have been the subject of changes that have been initiated or supported at the local level eg. the removal of Nebo Road, Miles Road, and Dickenson Road from the truck route system in Glanbrook, and the reduction in speed limits on roads such as Millgrove Road and Parkside Drive in Flamborough. However, there are also roads which are proposed to remain in the Regional road system which have been reduced in function or classification, or have been traffic-calmed, such as King Street in downtown Hamilton, Barton Street between Wellington and Wentworth in Hamilton, Mohawk/Rousseaux in Ancaster, or Fifty Road in Stoney Creek. Traffic control measures such as these will still be appropriate in the rationalized Regional road network, in order to reflect local needs and priorities, while still maintaining strategic Region connections.

The proposed rationalized Regional road network has been tested in terms of Area Municipal contributions to the Regional road network through the Regional levy (1998 Current Value Assessment), as compared to the actual spending on Regional roads within the Area Municipality. The proposed rationalized Regional road network results in closer correlations between actual spending and equalized assessment within each Area Municipality, taking into account that the net annual cost for financing the unbuilt portion of the Red Hill Creek Expressway has been included within the calculations for Hamilton and Stoney Creek. A comparison of the present vs. proposed costs for the Regional road system is shown as Schedule C.

Based on the revised criteria, the resulting Regional road system would consist of 1,162.3 lane-km of roadway; a total reduction of 796.2 lane-km, or 40% of the existing system. The total reduction of 796.2 lane-km is the net result of: a) completing the committed transfers of South Street and Ogilvie Drive to Dundas, and assuming the Dundas Street Extension, transferring King Street in Stoney Creek, and assuming the Stoney Creek portio of Centennial Parkway, and completing the LINC to Mud Street connection, and transferring Stone Church/Paramount to Hamilton/Stoney Creek, for a total net gain of 1.8 lane-km; b) transferring 809.0 lane-km to the Area Municipalities, and c) assuming 11.0 lane-km from the area Municipalities, between now and 1999 March 31.

Schedule A

Roads to be Transferred

Opt 4

06/26/98

	m Street	From	То	Length	Lane-Km Ku	Needs
Hamil	ton					
124	BARTON ST W	QUEEN STREET + M <	- JAMES STREET	~ . 3.600	13.600	\$ 316
182	BAY STREET	BARTON STREET	HERKIMER STREET	1.700	6.300	\$458
14	BEACH BOULEVARD	.1KM E. HAM. LIMITS	WOODWARD AVENUE	4.100	12.300	\$828
75	BIRCH AVENUE	BURLINGTON STREET	WILSON STREET	1.500	5.000	\$954
28	CANNON STREET	VICTORIA AVENUE	SHERMAN AVENUE	1.500	6.000	\$0
97	CHARLTON AVENUE	QUEEN STREET	WENTWORTH STREET	2.400	6.400	\$1024
04	CONFEDERATION DRIVE	NASH ROAD	CENTENNIAL PARKWAY	0.600	1.200	\$163
65	CROCKETT STREET	SHERMAN CUT	UPPER SHERMAN AVENUE	0.100	0.200	\$49
99	DELAWARE AVENUE	WENTWORTH STREET	SANFORD AVENUE	0.200	0.600	\$266
20	DENLOW AVENUE	SCENIC DRIVE	GARTH STREET	0.200	0.400	\$65
96	DUNDURN STREET	YORK BOULEVARD	ABERDEEN AVENUE	2.000	7.000	\$1513
17	FENNELL AVENUE	GARTH STREET	MOUNTAIN BROW BOULEV	6.700	28.600	\$649
73	GAGE AVENUE	INDUSTRIAL DRIVE	.2KM SOUTH OF CUMBER	2.900	11.600	\$1640
45	GRAYS ROAD	SOUTH SERVICE ROAD	SOUTH CITY LIMITS	1.400	4.600	\$92
95	HERKIMER STREET	QUEEN STREET	JAMES STREET	0.800	2.400	\$590
58	JAMES MOUNTAIN ROAD	INGLEWOOD DRIVE	GATEVIEW DRIVE	0.700	1.400	\$459
58	JAMES STREET S	ST. JOSEPHS DRIVE	INGLEWOOD DRIVE	0.300	0.800	\$168
98	LAWRENCE ROAD	.2KM SOUTH OF CUMBER	KING STREET	3.600	11.200	\$948
26	MILES ROAD	RYMAL ROAD	SOUTH CITY LIMITS	0.600	1,200	\$12
15	MOHAWK RD	CITY OF HAMILTON LIM	GARTH STREET	2.400	10.600	\$146
15	MOHAWK ROAD	GARTH STREET	UPPER OTTAWA	5.700	26.050	
15	MOHAWK ROAD East	UPPER OTTAWA	MOUNTAIN BROW BOULEV	1,300	5,200	100
23	MOUNTAIN BROW BLVD	KENILWORTH ACC.@BROW	ARBOUR ROAD	4,500	9.400	
23	MUD STREET WEST	ARBOUR ROAD	CITY LIMITS	1.000	2.000	\$550
04	NASH ROAD	VAN WAGNERS BEACH RO	CONFEDERATION DRIVE	0.200	0.400	-: \$0
33	NEBO ROAD	RYMAL ROAD	SOUTH CITY LIMITS	0.600	1.200	\$0
08	OSLER DRIVE	CITY OF HAMILTON LIMITS	MAIN STREET INTERSECTION		1.500	\$106
72	OTTAWA STREET	INDUSTRIAL DRIVE	KING STREET	2.600		\$2167
70	PARKDALE AVENUE	BURLINGTON STREET	KING STREET	3,200	13.200	•
57	QUEEN ST	BARTON STREET	YORK STREET	0.400	1,200	\$177
76	SANFORD AVE	BARTON STREET	KING STREET	0.800	2.400	\$605
76	SANFORD AVENUE	KING STREET	DELAWARE AVENUE	0.400	1.200	\$0
10	SCENIC DRIVE	CITY WEST LIMITS	GARTH STREET	3.300	6.700	
92	SHERMAN ACCESS	CHARLTON AVENUE	KENILWORTH ACCESS	3.230	7.060	_
92	SHERMAN ACCESS WB	KENILWORTH AVENUE	SHERMAN ACCESS	0.100	0.200	\$68
74	SHERMAN AVENUE	BURLINGTON STREET	MAIN STREET	2.000	7.200	\$813
65	SHERMAN CUT	SHERMAN ACCESS	CROCKETT STREET	0.400	0.800	\$0
16	STONE CHURCH RD	DARTNALL ROAD	HAMILTON CITY LIMITS	1.300		\$1626
16	STONE CHURCH ROAD	ANCASTER TOWN LIMITS	DARTNALL ROAD	8.083	21.232	
64	UPP SHERMAN AVE	CONCESSION STREET	CROCKETT STREET	0.200	0.800	\$160
54	UPP SHERMAN AVENUE	CROCKETT STREET	MOHAWK ROAD	1.800		\$1446
5 9	UPP WELLINGTON ST	CONCESSION ST	MOHAWK ROAD	2.500	10.300	
52		MOUNTAIN BROW BOULEV		1.800	7.200	\$0
52 52	UPPER OTTAWA STREET	MOUNTAIN BROW BOULEV	RYMAL ROAD	3.100	13.200	\$609
56	UPPER OTTAWA STREET	SCENIC DRIVE	RYMAL ROAD	4.100		\$62
56 54	UPPER PARADISE ROAD		RYMAL	2.750		\$1467
69	UPPER SHERMAN AVENUE	MOHAWK ROAD	RYMAL ROAD	2.850		\$3130
04	UPPER WELLINGTON ST	MOHAWK ROAD	NASH RD	1.500		\$0
ж 77	VAN WAGNERS BEACH RD	BEACH BLVD	KING STREET	1.800		\$208
	WENTWORTH ST	BURLINGTON STREET	CHARLTON AVENUE	0.800		\$ 79
77	WENTWORTH STREET	KING STREET				

Rd No	ım Street	From	То	Length L	ane-Km Rd	Needs (\$k)
*58	WEST 5TH STR	GATEVIEW DRIVE	MOHAWK ROAD	1.500	6.500	\$409
*58	WEST 5TH STREET	MOHAWK ROAD	RYMAL ROAD	3.100	8.400	\$2651
27	WILSON STREET	VICTORIA AVENUE	SHERMAN AVENUE	1.500	6.000	\$416
			Total by Municipality:	106.713	349.542	\$48825

Rd Nu	m Street	From	То	Length	Lane-Km Rd	Needs (\$k
Ancas	ter					
216	FIDDLERS GREEN RD	BUTTER ROAD	CARLUKE ROAD	2.000	4.000	\$106
216	FIDDLERS GREEN RD N	JERSEYVILLE ROAD	WILSON STREET	0.200	0.400	\$0
216	FIDDLERS GREEN ROAD N	WILSON STREET	AMBERLY	1.250	2.500	\$2035
253	GLANCASTER RD	AIRPORT ROAD	CARLUKEAMHITECHURCH	1.400	2.800	\$78
253	GLANCASTER ROAD	HWY. #53	DICKENSON ROAD	2.600	5.200	\$0
250	GOLFLINKS ROAD	MCNIVEN ROAD	233 M E/OF E-W FREEWAY	2.164	5.264	\$16
299	GOVERNORS ROAD	REGIONAL BOUNDARY	HWY. #52	12.400	25.400	\$ 75
202	HWY 2 West	REGIONAL BNDRY	HWY 52	5.600	22.400	\$0
217	JERSEYVILLE RD	REGIONAL BOUNDARY	LYNDEN ROAD	1.600	3.200	\$136
223	JERSEYVILLE ROAD	HWY. #52	WILSON STREET	5.300	10.600	\$1518
293	JERSEYVILLE ROAD W	LYNDEN ROAD	SUNNYRIDGE ROAD	2.200	4.400	\$0
233	LYNDEN ROAD	GOVERNORS ROAD	JERSEYVILLE ROAD	3.800	7.600	\$693
248	MCNIVEN ROAD	MOHAWK ROAD	GOLF LINKS ROAD	0.600	1.200	\$69
2:0	SCENIC DRIVE	CITY OF HAM, LIMITS	MOHAWK ROAD	1.800	4.000	\$529
248	SOUTHCOTE ROAD	GOLF LINKS ROAD	HWY. #53	2.100	4.200	\$0
220	STONE CHURCH ROAD	MOHAWK/GOLF LINKS	ANCASTER TOWN LIMITS	1.017	2.454	-\$0
203	SUNNYRIDGE ROAD	JERSEYVILLE ROAD	HWY. #2	2.800	5.600	\$794
			Total by Municipality:	48.831	111.218	\$6049

Rd Nu	am Street	From	То	Length La	ne-Km Rd N	leeds (\$k)
Dund	25					
308	MAIN STREET	KING STREET	OLD ANCASTER ROAD	0.500	2.100	\$88
308	OSLER DRIVE	OLD ANCASTER ROAD	CITY OF HAMILTON LIMITS	1.200	6.000	\$211
305	SYDENHAM ROAD	TOWN LIMITS	KING STREET	0.700	1.500	\$359
354	YORK STREET	KING STREET	MAIN STREET	0.200	0.600	\$0
	•••	***	Total by Municipality:	2.600	10.200	\$658

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Rd Nu	ım Street	From	То	Length La	ne-Km Rd	Needs (\$k)
Stone	y Creek					
452	GLOVER ROAD	Q.E.W. SOUTH SERVICE	HWY. #8	1.500	3.000	\$193
445	GRAYS ROAD	HAMILTON CITY LIMITS	KING STREET	1.600	6.400	\$209
458	MILLEN ROAD	Q.E.W. SOUTH SERVICE	HWY. #8	2.000	4.000	\$0
411	MUD STREET W	U. MT. ALBION RD	PARAMOUNT DRIVE	. 1.000	2.300	\$1381
425	NEW MOUNTAIN ROAD	KING STREET	RIDGE ROAD	1.100	2.200	\$488
416	PARAMOUNT DRIVE	UPPER MOUNT ALBION ROAD	MUD STREET	1.400	5.600	\$332
425	RIDGE ROAD	NEW MOUNTAIN ROAD	REGIONAL BOUNDARY	8.700	17.800	\$283
430	RIDGE ROAD EXTENSION	200 M W/OF FALLS	NEW MOUNTAIN	2.399	4.799	\$0
416	STONE CHURCH ROAD	CITY OF HAMILTON EAS	UPPER MOUNT ALBION ROAD	0.300	0.600	\$47
434	TAPLEYTOWN ROAD	RIDGE ROAD	HWY. #20	4.900	9.800	\$0
406	UPPER MT. ALBION ROAD	MUD ST	HWY. #53	1.900	3.800	\$113
			Total by Municipality:	26.799	60.299	\$3046

Rd Nu	m Street	From	То	Length	Lane-Km Rd	Needs (\$
Flami	oorough					6
535	4TH CONCESSION ROAD	SHEFFIELD ROAD	SHEFFIELD ROAD	0.400	0.800	\$22
543	6TH CONCESSION ROAD	HIGHWAY#6	CENTRE ROAD	2.800	5.600	\$140
504	BROCK ROAD	FREELTON ROAD	HWY. #8	14.900	30.200	\$1301
508	CENTRE RD	CAMPBELLVILLE ROAD	CARLISLE ROAD	6.800	13.600	\$351
542	EVANS ROAD	PARKSIDE DRIVE	HIGHWAY #5	0.900	1.800	\$464
551	FREELTON ROAD	HIGHWAY #6	HIGHWAY #6	1.800	3.600	\$625
503	LYNDEN ROAD	HWY. #5	GOVERNORS ROAD	4.200	8.400	\$169
559	MILBOROUGH LINE	CAMPBELLVILLE ROAD	REGIONAL BOUNDARY	2.400	4.800	\$0
21	MILLGROVE ROAD	WESTOVER ROAD	HIGHWAY #6	10.500	21.000	\$571
605	MILLGROVE SIDE ROAD	HIGHWAY #6	HIGHWAY #5	4.700	9.400	\$1980
07	PARKSIDE DRIVE	HIGHWAY #6	REGIONAL BOUNDARY	6.100	12.200	\$808
38	ROCKTON ROAD	HIGHWAY #8	HIGHWAY #8	1.500	3.000	\$93
01	SAFARI ROAD	SHEFFIELD & HWY, #8	HWY.#6	18.500	37.000	\$754
35	SHEFFIELD RD	SAFARI ROAD	SHEFFIELD RD (In Town - W leg	9) 0.600	1.200	\$137
35	SHEFFIELD RD (S of 4th)	4TH CONCESSION ROAD	HIGHWAY #5	2.000	4.000	\$560
28	SHEFFIELD RD (Old Hwy 8)	HIGHWAY #8 (AT 501)	HIGHWAY #8 (AT SEATON RD)	1.800	3.600	\$94
35	SHEFFIELD ROAD	SHEFFIELD RD (In Town - E leg	4TH CONCESSION ROAD	5.300	10.600	\$1263
05	SYDENHAM ROAD	HIGHWAY #5	TOWN LIMITS	3.700	8.600	\$170
20	WESTOVER ROAD	SAFARI ROAD	HWY.#8	8.000	16.000	\$125
19	WOODHILL ROAD	HIGHWAY #8	HIGHWAY #5	3.900	7.800	\$235
	*	· · · · · · · · · · · · · · · · · · ·	> Total by Municipality:	100.800	203.200	\$9862

Rd Nu	um Street	From	То	Length	Lane-Km R	d Needs (\$k
Glant	prook					
629	DICKENSON ROAD	HIGHWAY #6	NEBO ROAD	4.60	0 11.50	0 \$296
540	FLETCHERS ROAD	HIGHWAY #53	KIRK ROAD	8.00	16.00	0 \$0
512	HARRISON ROAD	KIRK ROAD	CONSERVATION ENTRANC	1.30	2.60	0 \$224
552	HOMESTEAD DRIVE	HIGHWAY #6	·. HIGHWAY #6	1.60	4.00	\$1049
514	KIRK ROAD	FLETCHER ROAD	HIGHWAY #56	2.000	4.00	50
526	MILES ROAD	HAMILTON CITYLIMITS	DICKENSON ROAD	1.70	3.40	0 \$0
633	NEBO ROAD	SOUTH CITY LIMITS	WHITE CHURCH ROAD	6.10	12.20	0 \$0
633	TYNESIDE ROAD	WHITE CHURCH ROAD	REGIONAL BOUNDARY	4.20	8.40	0 \$102
634	WOODBURN ROAD	HIGHWAY #20	BINBROOK ROAD	6.20	0 12.40	0 \$124
			Total by Municipality:	35.700	74.500	\$1795
			Grand Total:	321.443	808.959	\$70235

Schedule B

Ro 06/26/		Assumed from Area Mur	nicipalities Opt	4	·	rd_need
Rd Nu	m Street	From	То	Length	Lane-Km Rd	Needs (\$k
Hami	lton	QEW 60M N OF QUEENSTON RD 1.800 9.000 \$0 STONECHURCH ROAD RYMAL ROAD 1.000 2.000 \$0 Total by Municipality: 2.800 11.000 \$0				
120	Centennial Pkwy	QEW	60M N OF QUEENSTON RD	1.80	9.000	\$0
157	GARTH STREET		RYMAL ROAD	1.00	0 2.000	\$0
			Total by Municipality:	2.80	0 11.000	\$0
		~**	Grand Total:	2.80	0 11.000	\$0

Schedule C

Existing and Proposed Cost vs Assessment Comparison

Annual Capital, Operating Annual Capital, Operating 1998 CVA Equalized Assessment And Net RCHE Costs Existing Existing	\$12.84M/68.4% 66.5%	\$2.41M/7.7% \$1.15M/6.1% 6.4%	38.80 \$0.74M/2,4% \$0.58/3.1% 4.8% ;	173.33 \$2.02M/10.7% 12.0%	171.60 \$3.86M/12.4% \$1.66M/8.8% 8.1%	76.10 \$1.19M/3.8% \$0.53M/2.8% 2.3%	1,162.27 \$31.26M/100% \$18.80M/100%
Regional Road System Lane – km Existing.	919.04 584.90	228.74 117.53	51,20 38.80	234.08	374.80	150.60 76.10	1,958.47 1,162.27
, Municipality	Hamilton	Ancaster	Dundas	Stoney Creek	Flamborough	Glanbrook	Total

CORPORATION OF THE CITY OF HAMILTON

CITY CLERK'S OFFICE

TO:

Bob Prowse

Regional Clerk

YOUR FILE:

FROM:

Kevin C. Christenson, Secretary

Transport and Environment Committee

OUR FILE:

PHONE: 546-2728

SUBJECT: Rationalization of Regional Road System

DATE: 1998 October 16

(RDS97117(a))

Please be advised that Regional Council's referral of the subject recommendation will be presented to the Transport and Environment Committee at its meeting to be held 1998 November 2.

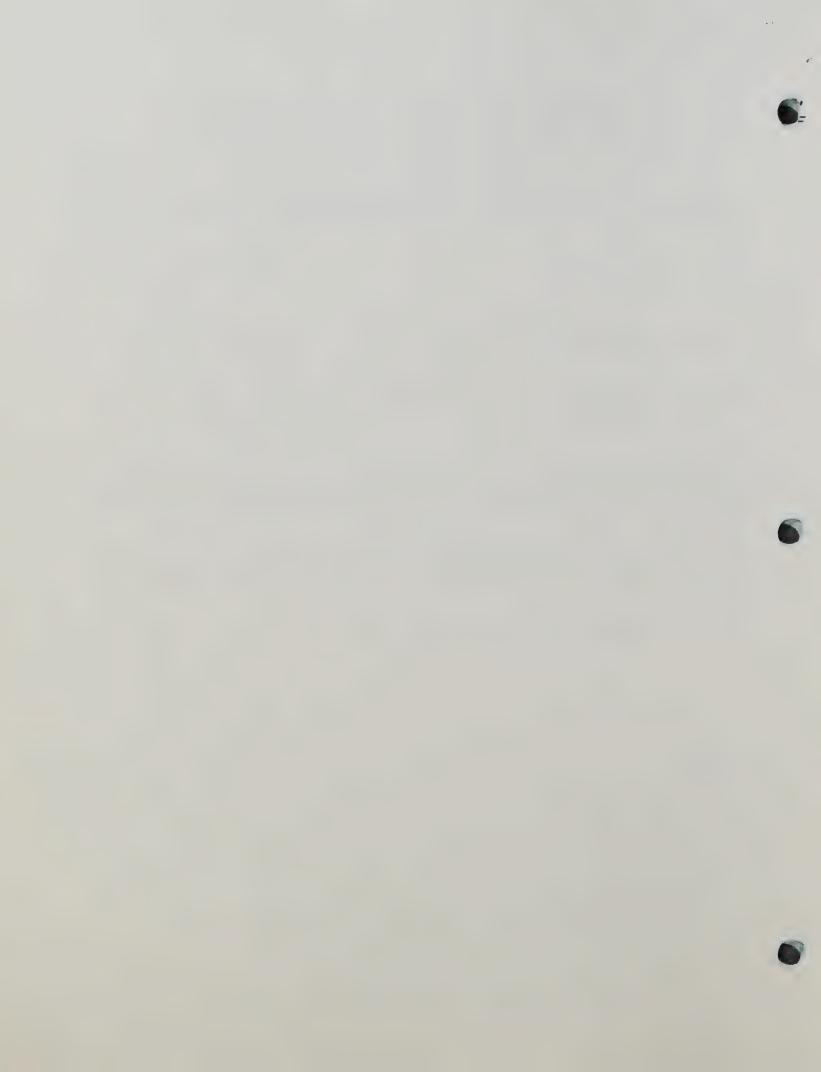
Due to the timing of your notification of this issue to the City of Hamilton we will be unable to provide comments on the issue by the 1998 October 15 deadline requested in the recommendation:

Should you require further information, please do not hesitate to contact me.

KCC/mjw

Ted Gill, P.Eng. C. Senior Director Roads Division

> Carolyn Biggs Legislative Assistant Office of the Regional Clerk



CORPORATION OF THE CITY OF HAMILTON

CITY CLERK'S OFFICE

TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

YOUR FILE:

FROM:

S. G. Hollowell

Acting City Clerk

OUR FILE:

PHONE: 546-4645

SUBJECT: Smart Moves

DATE: 1998 October 28th

Downtown Demonstration Project Implementation

City Council at its meeting held 1998 October 27th resolved that Section 1 (d) of the Twelfth Report of the Transport and Environment Committee for 1998 which was added and tabled for two weeks by City Council at its meeting held 1998 October 13th, be referred back to the Transport and Environment Committee.

- That King Street West, from James Street North to Bay Street North be "(d) (i) reduced from five travelled lanes to three, with increased on-street parking and lay-bys; and,
 - That the cost of the King Street Smart Moves Demonstration Project, be (ii) financed from Regional Account #3011896, Downtown Streetscaping."

SGH/mjw

DA Mollouls

R. Prowse C. Regional Clerk

Doug Lobo

Commissioner of Public Works and Traffic

Attention:

Marty Hazell

Manager of Community Traffic Services

Hart Solomon, Manager

Traffic Engineering and Operations

Dale Turvey

Commissioner of Transportation

Attention:

Ted Gill, Senior Director

Roads Division

CITY OF HAMILTON

- INFORMATION -

DATE:

1998 October 22

DISTRIBUTED FOR INFORMATION File No. TEC-292-98 / Author: H. Solomon EMBERS OF TRANSPORT AND

funt 0. 126 148 mg

ENVIRORMENT COMMITTEE.

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee OCT 2 6 128

FROM:

Doug Lobo

Commissioner of Public Works and Traffic

Dale Turvey

Commissioner of Transportation

SUBJECT:

Smart Moves Demonstration Project - King Street West

BACKGROUND:

At the City Council meeting of 1998 October 13, the Smart Moves concept of reducing King Street West from five lanes to three was discussed. The item was tabled pending the provision of design details and cost information for layouts incorporating more on-street parking.

Attached are two designs for King Street from James to Bay. Each of the designs reduces the effective width of King Street from five lanes to three lanes, through the use of on-street regulations. Curb use is shared between private vehicle parking, loading zones, bus areas and taxi areas. The use of parking meters for private vehicle parking is suggested, as this would be consistent with other on-street parking in this area of the downtown.

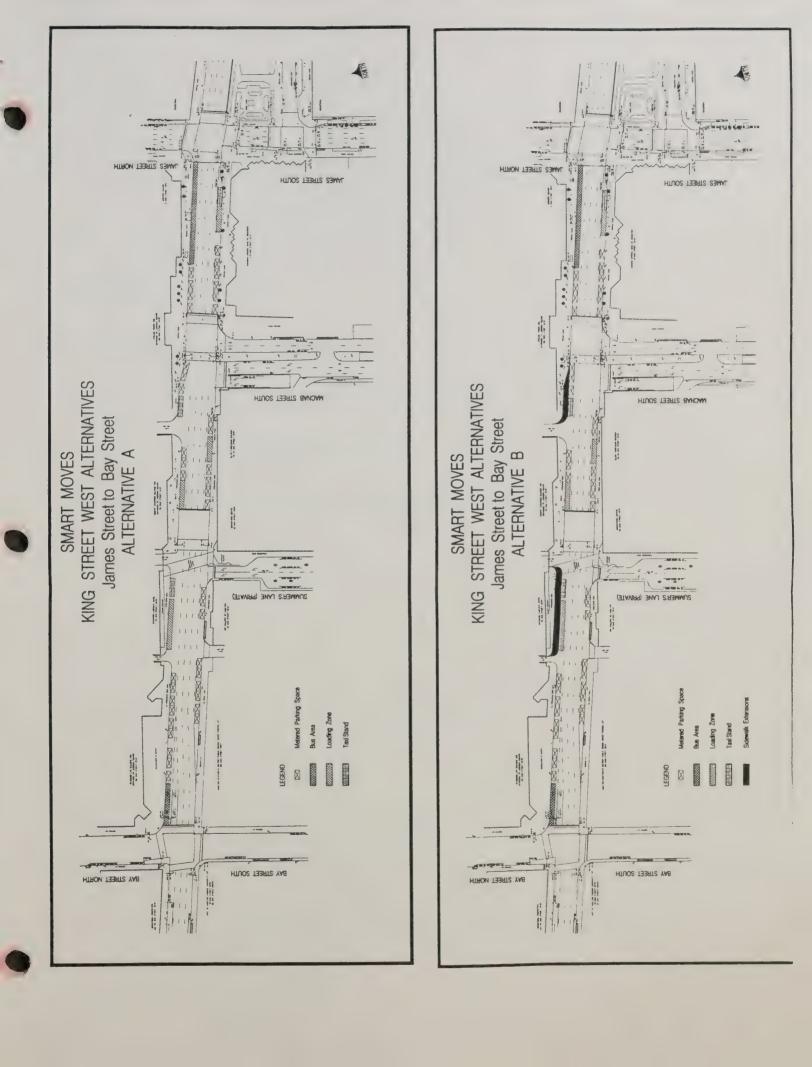
Alternative A achieves the narrowing strictly with on-street parking and loading. The estimated cost to implement Alternative A is \$ 12,500 for the necessary signing, pavement marking and parking meter revisions. Alternative B is similar to Alternative A except that two sidewalk areas in front of the Sheraton Hotel and Jackson Square have been widened by one traffic lane to provide additional pedestrian space. The widening would be achieved using interlocking pavers. The total cost of Alternative B is \$ 40,800.

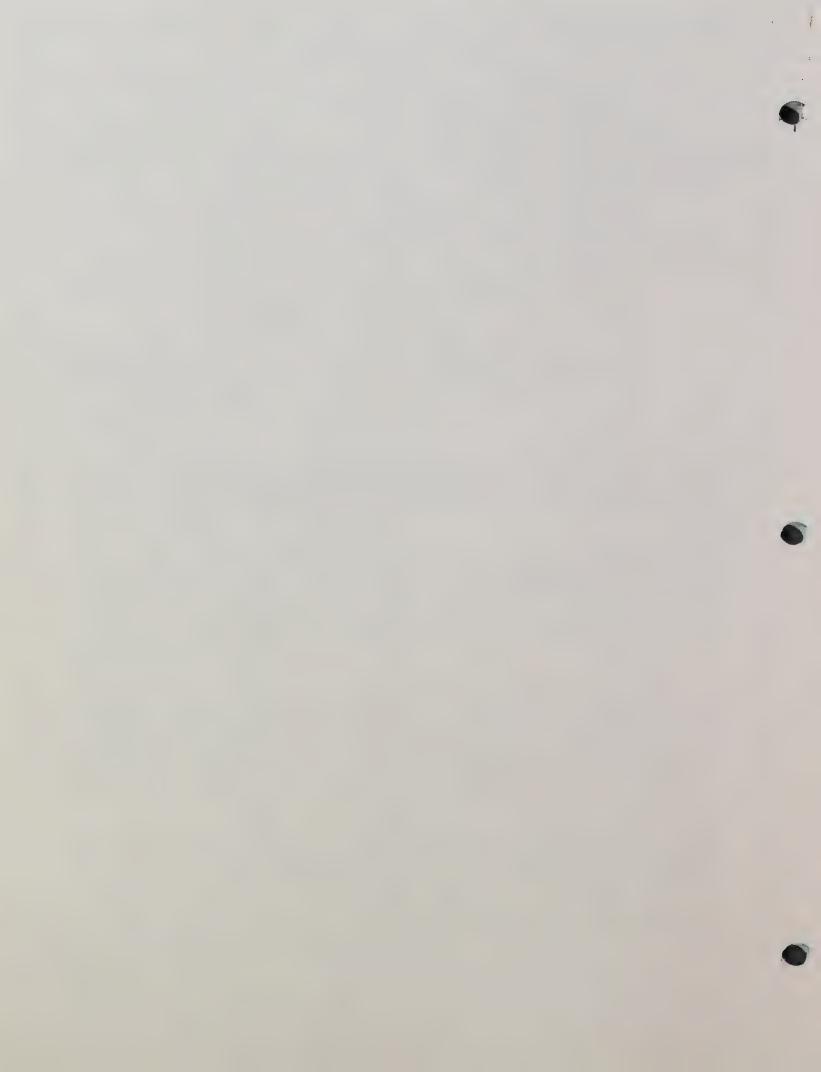
As long as parking occurs on a regular basis, the alternatives shown should be effective in demonstrating the effects on motor vehicle traffic of the narrowing. To a certain extent, on-street parking also provides an improvement for pedestrians as parked cars provide a buffer between moving traffic and the sidewalk. However, while Alternative B provides more pedestrian space, neither of the designs shown take full advantage of the potential for additional aesthetic pedestrian amenities, nor do they address all of the substandard sidewalk width conditions in this block.

ES/klk Attach.

L Lit- Eagland

Ted Com for LOT





CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 November 2nd 9:30 o'clock a.m. Room 233, City Hall

AGENDA:

A. ADOPTION OF THE MINUTES

- (i) Adoption of the minutes of the Transport and Environment Committee meeting held 1998 October 5th
- (ii) Adoption of the minutes of the Special Transport and Environment Committee meeting held 1998 October 13th

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. Parking Regulations

- (a) No. 280 Hughson Street North
- (b) No. 260 Montmorency Drive, Unit 310
 Request to Remove a Reserved "Permit Parking" Space for a Disabled
 Resident
- (c) No. 399 Avondale Street –
 Request for a Reserved "Permit Parking"
 Space for a Disabled Resident
- (d) Bobolink Road adjacent to Cardinal Heights School
- (e) No. 485 Dundurn Street South
 Request to Remove a Reserved "Permit Parking"
 Space for a Disabled Resident
- (f) No. 81 East 24th Street
 Request for a Reserved Permit Parking Space for a Disabled Resident



Transport and Environment Committee - 2 - Monday, 1998 November 2nd Consent Agenda

- (g) No. 69 Francis Street
 Request for a Reserved "Permit Parking Space for a Disabled Resident
- (h) No. 410 Dundurn Street South Request for a Reserved "Permit Parking" Space for a Disabled Resident

ii. Intersection Control

- (a) Intersection of Acadia Drive and Mapleridge Drive
- (b) Intersection of Crerar Drive and Elk Court/Resolute Drive -
- (c) Cumberland Avenue Stop Sign Placements

iii. Miscellaneous

- (a) No. 83 Parkplaza Drive Request for a Wheelchair Loading Zone
- (b) Wheelchair Loading Zone on Thorner Drive adjacent to Thornbrae School
- (c) School Bus Loading Zone on Munroe Street adjacent to Robert Land School
- (d) School Bus Loading Zones on Central Avenue and Wexford Avenue adjacent to A.M. Cunningham School
- (e) Closure of Traffic Capital Projects
- (f) City of Hamilton Snow Route System
- (g) Local Improvement By-Law
 Construction of a Concrete Sidewalk
 on the East Side of Main Street West Along the Frontage
 of 1898 Main Street West
- (h) Annual Supply and Delivery of Highway Salt (Sodium Chloride)
- (i) Municipal Car Park No. 58, 1368 Barton Street East
- (j) Rate Structure, Car Park #5, south-west corner of King William Street and Walnut Street



Transport and Environment Committee - 3 - Monday, 1998 November 2nd Consent Agenda

iv. City Engineer

- (a) Encroachment Agreements
- (b) 1998 Servicing Expenditures Related to Subdivisions
- (c) To incorporate certain City land into a pedestrian walkway by By-law Parts 1 & 2, Plan 62R-13829

C. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Items



Monday, 1998 October 5th 9:30 o'clock a.m. Room 233, City Hall



The Transport and Environment Committee met.

Present:

Alderman C. Collins, Chairman

Alderman D. Wilson, Vice Chairman

Alderman M. Kiss Alderman A. Horwath Alderman B. Morelli Alderman T. Jackson Alderman T. Anderson Alderman F. D'Amico

Absent:

Mayor R. M. Morrow, City Business Alderman T. Anderson, Regional Business

Also present:

B. Price, Hamilton Safety Council

D. Lobo, Commissioner of Public Works and Traffic M. Hazell, Public Works and Traffic Department C. Firth-Eagland, Public Works and Traffic Department

G. Aston, Roads Department M. Watson, City Clerk's Department K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) Sale of Public Walkway between Nos. 61 and 62 Harbottle Court

The Committee was in receipt of a report dated 1998 October 1 from the Commissioner of Public Works and Traffic.

No delegation present. The Committee approved the following recommendation:

That the appropriate By-law, prepared to the satisfaction of the City Solicitor, to sell a walkway, being Block 8, Plan 62M-709 as closed by Judge's Order LT514469 designated as Parts 1 & 2 on Plan 62R-14304 be enacted by Council.

(b) Proposed Road Allowance Closure: Portion of Mountain Brow Drive, north of No. 706 Scenic Drive

The Committee was in receipt of a report dated 1998 August 27 from the Commissioner of Public Works and Traffic.

No delegation was present. The Committee approved the following recommendation:

That the application of the City Clerk's Department to stop-up and close the unopened portion of Mountain Brow Drive designated as Parts 1 & 2 on Plan 62R-5340 and to sell those parts save and except the northerly 6.10m and the easterly 0.034m, adjacent to the west limit of Scenic Drive, be approved, subject to the following conditions:

- (a) That the Commissioner of Transportation be directed to prepare a By-law to stop up and close Parts 1 & 2 on Plan 62R-5340; and,
- (b) That the Commissioner of Transportation be directed to prepare a By-law to sell Parts 1 & 2 on Plan 62R-5340 save and except the northerly 6.10m and the easterly 0.034m to the abutting owner; and,

- (c) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act R.S.O. 1990; and,
- (d) That the Regional Surveyor prepare and register a reference plan under the Registry Act and that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owner; and,
- (e) That the City Clerk be authorized and directed to proceed with the disposition of the subject lands to the abutting owner; and,
- (f) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the Transport and Environment Committee meeting held 1998 September 21st were adopted as circulated to the Members.

B. COMMISSONER OF PUBLIC WORKS AND TRAFFIC

i. Parking Regulations

(a) No. 306 Catharine Street North
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1998 September 18th from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the east side of Catharine Street North commencing at a point 106 feet south of Murray Street East and extending to a point 22 feet southerly therefrom, and on the west side of Catharine Street North commencing at a point 63 feet south of Murray Street East and extending to a point 18 feet southerly therefrom, and that the City Traffic No. 89-72 be amended accordingly; and,
- (b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Walter Chapple, No. 306 Catharine Street North.

(b) No. 118 Stirton Street Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 September 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the west side of Stirton Street commencing at a point 36 feet north of Cannon Street East and extending to a point 18 feet northerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) No. 65 Tisdale Street North Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 September from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the west side of Tisdale Street North commencing at a point 111 feet south of Wilson Street and extending to a point 18 feet southerly therefrom, and that the City Traffic Bylaw No. 89-72 be amended accordingly; and,
- (b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Frank Stinson, No. 65 Tisdale Street North.

(d) Caroline Street North between King Street West and Napier Street

The Committee was in receipt of a report dated 1998 September 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing full-time "No Parking" regulation on the west side of Caroline Street North between King Street West and Napier Street be removed; and,
- (b) That Caroline Street North between King Street West and York Boulevard be removed from the "through street" system such that overnight parking will be allowed; and,
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

ii. Parking Regulations

(a) Intersection of Chedoke Avenue and Hillcrest Avenue

The Committee was in receipt of a report dated 1998 September 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That southbound traffic on Chedoke Avenue be required to stop for eastbound and westbound traffic on Hillcrest Avenue, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) Intersections of East 45th Street and Lupin Avenue and East 45th Street and Thelma Avenue

The Committee was in receipt of a report dated 1998 September 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That eastbound traffic on Lupin Avenue and westbound traffic on Thelma Avenue be required to stop for northbound and southbound traffic on East 45th Street, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) Intersection of Clifton Downs Road and Morgan Road

The Committee was in receipt of a report dated 1998 September 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That westbound traffic on Morgan Road be required to stop for northbound and southbound traffic on Clifton Downs Road and that the City Traffic By-law No. 89-72 be amended accordingly.

(iii) Miscellaneous

(a) Mohawk Road East and Upper Ottawa Street - School Crossing Guard Request

The Committee was in receipt of a report dated 1998 September 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a School Crossing Guard be assigned to the intersection of Mohawk Road East and Upper Ottawa Street during the morning and evening school crossing periods only, on a permanent basis; and,
- (b) That consideration be given in the 1999 Current Budget deliberations for an expansion package of \$4,000 plus administrative costs for a School Crossing Guard at this location on a permanent basis.

(b) Bonaparte Way at Corsica Court and Bonaparte Way at Fusilier Drive

The Committee was in receipt of a report dated 1998 September 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "No Stopping" corner clearance be implemented on the north side of Bonaparte Way commencing at a point 58 feet east of the east curbline of Corsica Court and extending to a point 61 feet west of the west curbline of Corsica Court; and,
- (b) That a "No Stopping" corner clearance be implemented on the east side of Corsica Court commencing at Bonaparte Way and extending to a point 50 feet northerly therefrom; and,
- (c) That a "No Stopping" corner clearance be implemented on the west side of Corsica Court commencing at Bonaparte Way and extending to a point 50 feet northerly therefrom; and,

- (d) That a "No Stopping" corner clearance be implemented on the north side of Bonaparte Way commencing at a point 50 feet east of the east curbline of Fusilier Drive and extending to a point 62 feet west of the west curbline of Fusilier Drive; and.
- (e) That a "No Stopping" corner clearance be implemented on the east side of Fusilier Drive commencing at Bonaparte Way and extending to a point 50 feet northerly therefrom; and,
- (f) That a "No Stopping" corner clearance be implemented on the west side of Fusilier Drive commencing at Bonaparte Way and extending to a point 50 feet northerly therefrom; and,
- (g) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) No. 71 Rebecca Street and No. 60 Catharine Street North Discharge of Two Commercial Boulevard Parking Agreements GO Transit

The Committee was in receipt of a report dated 1998 August 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing Commercial Boulevard Parking Agreement registered as Instrument No. 1070, to the property at No. 71 Rebecca Street, be discharged at the property owner's expense; and,
- (b) That the existing Commercial Boulevard Parking Agreement registered as Instrument No. 196780 C.D., to the property at No. 60 Catharine Street North, be discharged at the property owner's expense; and,
- (c) That the owners of the property be directed to restore the boulevard with sod to its original condition or to barricade the boulevard and execute a parking agreement to prevent illegal parking in these areas; and
- (d) That the City Solicitor be authorized and directed to prepare the necessary documents in relation to the discharge of these two agreements.

iv. City Engineer

(a) Standard Form City of Hamilton Subdivision Agreement Amendment

The Committee was in receipt of a report dated 1998 September 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That Section XXI - <u>Cost of Services Attributable to the 5% Lands</u> of the City's Standard Form Subdivision Agreement, be deleted from the agreement and replaced with the following section:

Section XXI - Cost of Services Attributable to Lands Conveyed for Park Purposes

The City will compensate the Subdivider for the portion of the cost of services attributable to the parklands conveyed to the City as follows:

 the City will pay the subdivider in cash for the portion of the cost of services directly attributable to the park lands, but only after the Subdivider has paid for the installation, and inspection of the required services; and, (b) That amendment (a) be applied to all subdivision agreements which Council approves schedules of work, after adoption of the amendment to the standard form subdivision agreement for the City of Hamilton.

(b) Encroachment Agreement - No. 236 Pritchard Road

The Committee was in receipt of a report dated 1998 September 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the application of Fine Analysis Laboratories Ltd. to install and maintain a fibre optic communications cable under the Pritchard Road allowance, be approved, subject to the following conditions.
 - (i) That Fine Analysis Laboratories Ltd. enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,
 - (ii) That Fine Analysis Laboratories or its designated contractor become a member of the Ontario One Call System, the underground locate agency; and,
- (b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,
- (c) That Fine Analysis Laboratories Ltd. pay a first year fee \$266 and a subsequent annual fee of \$21.52 plus taxes if applicable.

3. ALDERMAN D. WILSON

Road Closure - Mead Avenue

The Committee was in receipt of a report dated 1998 April 2nd, from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee agreed to table the item until the next meeting and directed staff to report back of the possibility of the utilization of traffic calming in this area.

4. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(a) Neighbourhood Traffic Calming and Safety Initiatives

The Committee was in receipt of a report dated 1998 September 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Hazell spoke to the issue and detailed the report.

Following discussion, the Committee approved the following recommendation:

(a) That the proposed process, appended hereto as Appendix "A", for initiating, planning, prioritizing and implementing traffic calming plans for City streets/neighbourhoodsbe approved; and,

- (b) That the Commissioner of Public Works and Traffic be directed to prepare a submission for consideration in the 1999 City Capital Budget for traffic calming initiatives on City streets; and,
- (c) That the Commissioner of Public Works and Traffic be directed to prepare a pamphlet explaining traffic calming for public distribution; and,
- (d) That the Commissioner of Public Works and Traffic be directed to investigate, in conjunction with the Hamilton-Wentworth Regional Police Department, and report back on the feasibility of designating "community safety zones" on City streets, as provided for in Provincial Bill 26 "an act to promote public safety through the creation of community safety zones"; and,
- (e) That the Commissioner of Public Works and Traffic be directed to investigate and report back on the feasibility of establishing Neighbourhood Speed Watch Programs to deal with the constant concerns about the speed of traffic on local residential streets; and,
- (f) That the School Crossing Section of the Community Traffic and Parking Services Division be retitled "Neighbourhood Traffic Safety" Section to better emphasize the commitment to neighbourhood traffic/safety issues.

(b) Intersection of Eagleglen Way and Upper Paradise Road - Intersection Control

The Committee was in receipt of a report dated 1998 September 22 from the Commissioner of Public Works and Traffic.

Following brief discussion, the Committee approved the following amended recommendation:

That all-way stop control be implemented at the intersection of Eagleglen Way and Upper Paradise Road and that the City Traffic By-law No. 89-72 be amended accordingly.

5. OTHER BUSINESS

(a) Automotive Advertising

Alderman Horwath raised concern respecting the impression that automotive advertising was giving. She stated that an ad she had recently seen indicated that a stop light was a major annoyance to the particular driver in the ad.

Following discussion, the Committee approved the following recommendation:

That the City of Hamilton notify the "Institute of Canadian Advertising" of concerns related to advertising which encourages unsafe driving practices."

(b) Free Parking in downtown core

Alderman Collins raised the issue of free parking in the downtown core in the month of December. Subsequently, the Committee approved the following recommendation:

That the commissioner of Public Works and Traffic be directed to report back on the proposal of free parking in the downtown core in the month of December.

6. PRIVATE AND CONFIDENTIAL AGENDA

The Committee agreed to move in camera to discuss a Real Estate transaction issue.

Following the In camera session, the Committee moved out of camera and approved the following recommendation:

(a) (i) That the following property be declared surplus to the requirements of the City in accordance with Real Property Sales Procedural By-law No. 95-049:

"the lands composed of part of Mountain Brow Drive, Registered Plan 603, designated as Part 7 on Schedule "A" attached to the Offer to Purchase and containing an area of 536 square metres (5,769.6 square feet)"; and,

- (ii) That the Real Estate Division be authorized and directed to sell the subject property in accordance with the Real Property Sales Procedural By-law No. 95-049; and,
- (b) (i) That an Offer to Purchase (Highway Closure) for the lands composed of part of Mountain Brow Drive, Registered Plan 603, designated as Part 7 and containing an area of 536 square metres (5,769.6 square feet) as shown on Schedule "A" attached to the agreement for the price of \$13,385, to be executed by Frank Papalia, be accepted. The said transaction is scheduled to close thirty (30) days after the conditions in the Offer have been fulfilled to the satisfaction of the City, being on or before 1998 December 4. Funds derived from this sale be credited to Account No. CH4X501 00102 (Reserve for Property Purchases (Sales)); and,
 - (ii) That a deposit in the amount of \$2 be held by the City Treasurer pending Council approval; and,
 - (iii) That the Offer be approved subject to clauses which state:
 - (1) that the closing of the Offer to Purchase (Highway Closure) be subject to the City of Hamilton accepting and completing an Option to Purchase executed by Mr. Frank Papalia for the purchase of part Lot 57, Concession 2, in the geographic Township of Ancaster, designated as Parts 3 and 4 on Schedule "A" attached to the agreement; and,
 - (2) that the said Option to Purchase and this Offer to Purchase (Highway Closure) be accepted by City Council concurrently and both properties be finalized contemporaneously with each other; and,
 - (iv) That the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act incorporating the following:
 - (1) satisfactory notice has been given to pursuant to Section 300 of the Municipal Act (the highway sale provision); and,
 - (2) no appraisal of fair market value of the real property intended to be sold has been obtained as Highway Closures and Sales are exempt from the appraisal requirements of Section 193 of the Municipal Act; and,

- (c) (i) That an Option to Purchase, to be executed by Frank Papalia and scheduled to close on or before 1998 December 4, for the lands composed of part of Lot 57, Concession 2, in the geographic Township of Ancaster, designated as Parts 3 and 4, on Schedule "A" attached to the agreement and containing an area of 94 square metres (1,011.8 square feet), be approved and completed and the purchase price of \$2,348 be charged to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)); and,
 - (ii) That the Option be approved subject to clauses which state:
 - (1) that the closing of this Option to Purchase be subject to the City of Hamilton accepting and completing an Offer to Purchase (Highway Closure) executed by Frank Papalia, for the purchase of the closed portion of Mountain Brow Drive, Registered Plan 603, designated as Part 7 on Schedule "A" attached to the agreement; and,
 - that the said Offer to Purchase and this Option to Purchase be accepted by City Council concurrently and both properties be finalized contemporaneously with each other; and,
 - (iii) It is understood and agreed that:
 - (1) there will be no underground utilities installed in, on or under the walkway; and,
 - (2) the City of Hamilton will relocate, at its sole cost and expense the existing fence over Part 4 in order to establish the Pedestrian Pathway by removing the fence on the westerly boundary and replacing the fence along the most southeasterly boundary of Part 4 as shown on Schedule "A" attached to the agreement; and,
 - (3) the City of Hamilton will endeavour to preserve and protect any trees located in this area in accordance with the City by-law in place at any given time; and,
 - (4) the City of Hamilton will install a guard rail 8 feet in length, as designed and determined by the City located at the entrance of the trail, if required by the Vendor; and,
 - (5) no benches or lighting shall be located on Parts 3, 4, or 6 or the pathway to the north thereof as shown on Schedule "A" attached to the agreement; and,
 - (iv) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

5. ADJOURNMENT

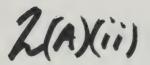
There being no further business, the meeting then adjourned.

Taken as read and approved,

ALDERMAN C. COLLINS, CHAIRMAN TRANSPORT AND ENVIRONMENT COMMITTEE



Tuesday, October 13th 4:00 o'clock p.m. Room 233, City Hall



The Transport and Environment Committee met in special session.

Present: Alderman C. Collins, Chairman

Alderman D. Wilson, Vice Chairman

Mayor R. M. Morrow Alderman M. Kiss Alderman A. Horwath Alderman B. Morelli Alderman T. Anderson Alderman F. D'Amico

Absent: Alderman T. Jackson, Police Board Business

Also present: Alderman M. Caplan

Alderman R. Corsini Alderman D. Haining Alderman G. Copps Alderman F. Eisenberger Alderman B. Charters Alderman B. Kelly Alderman D. O'Sullivan

D. Lobo, Commissioner of Public Works and Traffic M. Hazell, Public Works and Traffic Department H. Solomon, Public Works and Traffic Department

D. Turvey, Commissioner of Roads

T. Gill, Roads Department

B. Janssen, Planning and Development Department

P. Hooker, Solicitors Department K. C. Christenson, Secretary

1. REGIONAL REFERRAL – COMMISSIONER OF TRANSPORTATION

Smart Moves - Downtown Demonstration Project Implementation

The Committee was in receipt of a report dated 1998 September 15 from the Commissioner of Transportation to the Regional Transportation Services Committee respecting the subject matter.

Following a presentation by staff and considerable Committee discussion, the Committee approved the following recommendation:

That the City of Hamilton advise the Regional Municipality of Hamilton-Wentworth that the following represents Council's position in regards to the "Smart Moves – Downtown demonstration Project Implementation".

- (a) That King Street West, from James Street North to Bay Street North, not be reduced from five travelled lanes to three; and,
- (b) That the issue of Bay Street North, from Main Street West to Cannon Street West, in the City of Hamilton, being converted from one-way traffic operations to two way be tabled until such time as the Downtown Secondary Plan has been completed and that the issue be referred to the Planning and Development Committee for consideration; and,
- (c) That staff report back on the proposal of utilizing James Street and John Street as possible demonstration locations for converting one-way traffic operations to two-way.

2. SECRETARY, H.E.C.F.I. BOARD OF DIRECTORS

Smart Moves Demonstration Project: Copps Coliseum

The Committee was in receipt of a report dated 1998 October 5 from the Secretary, H.E.C.F.I. Board of Directors respecting the subject matter.

Following discussion, the Committee approved that the item be received.

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

No. 65 Marion Avenue Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 October 13 from the Commissioner of Public Works and Traffic:

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the west side of Bond Street South commencing at a point 25 feet north of Marion Avenue and extending to a point 22 feet northerly therefrom, and on the east side of Bond Street South commencing at a point 63 feet north of Marion Avenue and extending to a point 22 feet northerly therefrom, and that City Traffic by-law No. 89-72 be amended accordingly; and,
- (b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Deloris Reid, No. 65 Marion Avenue.

4. ADJOURNMENT

There being no further business, the meeting then adjourned,

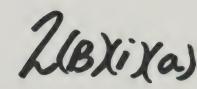
Taken as read and approved,

ALDERMAN C. COLLINS, CHAIRMAN TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson Secretary

1998 October 13

/mjw



- RECOMMENDATION -

DATE:

1998 October 22

File No. TEC-286-98 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 280 Hughson Street North - Parking Regulations

RECOMMENDATION:

That the existing "No Parking, 8:00 am to 5:00 pm, Monday to Friday" regulation on the east side of Hughson Street North commencing 53 feet south of Murray Street and extending to a point 21 feet southerly therefrom, be removed, and that the City Traffic By-law 89-72 be amended accordingly.

L Jut Eagland

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget to cover the cost of removing the subject signs.

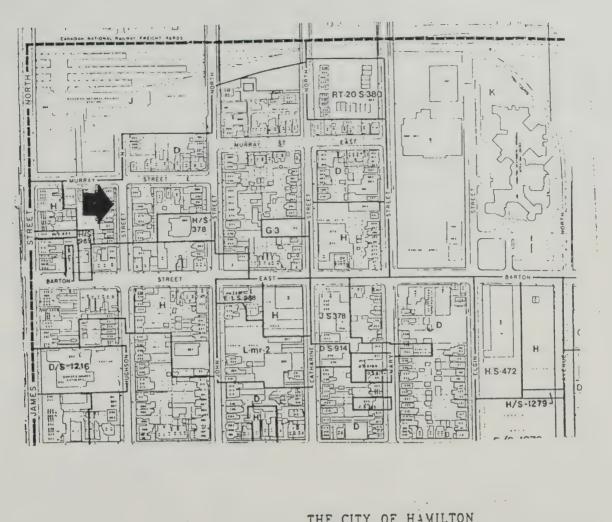
BACKGROUND:

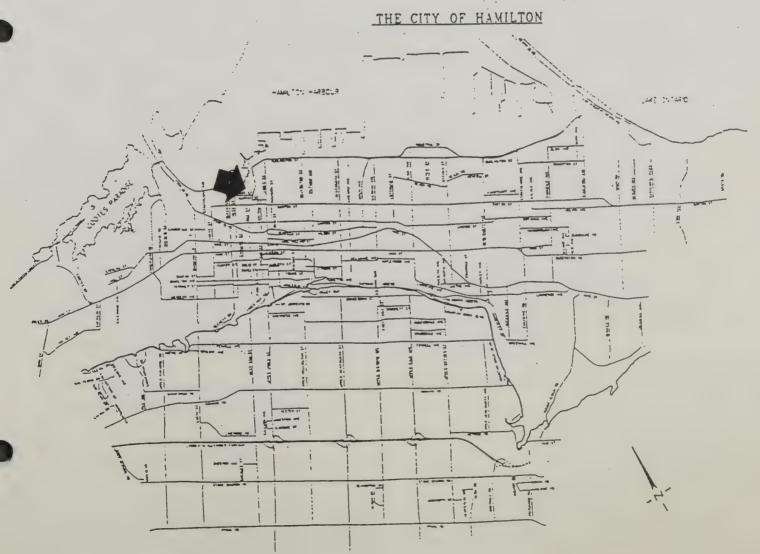
Alderman Ron Corsini has advised of a request from area residents that the existing loading zone on the east side of Hughson, south of Murray, be removed as the abutting business is presently vacant.

Hughson has a 30-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area, except for a "No Parking, 8:00 am to 5:00 pm, Monday to Friday", loading zone on the east side at the northerly end of the block. The subject loading zone was implemented in 1995 for use by the abutting business at No.

280 Hughson Street North which is presently vacant and for sale. The removal of the subject loading zone will restore one unrestricted parking space to the east side of the street. The subject loading zone could be reinstated in the future if required by the business using this property. Therefore, staff has no serious objections and concurs with the request.

GL CVB/MBH/kag









- RECOMMENDATION -

DATE:

1998 October 22

File No. TEC-289-98 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 260 Montmorency Drive, Unit 310 - Request to

Remove a Reserved "Permit Parking" Space for a

Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the north side of Montmorency Drive commencing 312 feet west of the extended west curb line of Montmorency Drive and extending to a point 18 feet westerly therefrom be removed, and that the City Traffic Bylaw 89-72 be amended accordingly.

L Jutt- Eagland

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

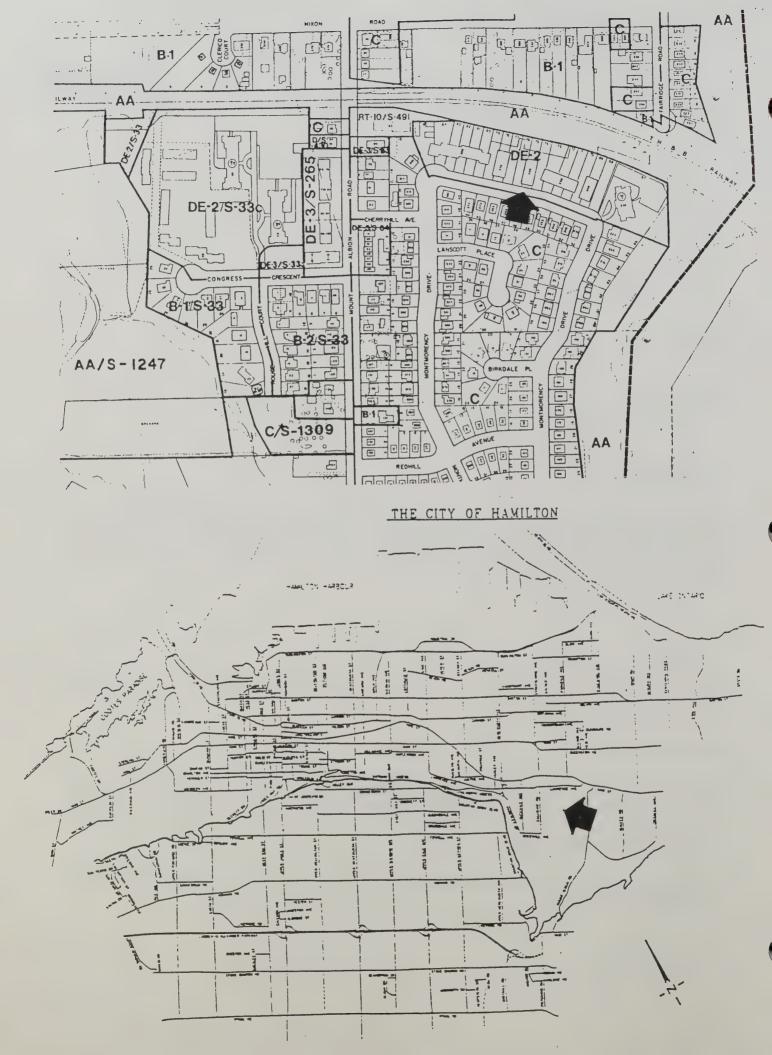
Sufficient funds are available in the 1998 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mrs. Kim Melanson, 260 Montmorency Drive, Unit 310, that the existing "Permit Parking" regulation on the north side of the street adjacent to her townhouse be removed since she has moved. Therefore, it would be appropriate to remove the subject signs.

The removal of the subject regulation will restore one unrestricted parking space to the north side of the street.







- RECOMMENDATION -

DATE:

1998 October 15

File No. TEC-276-98 / Author: P. Buckle

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 399 Avondale Street - Request for a Reserved

"Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the west side of Avondale Street, commencing at a point 25 feet south of Gertrude Street and extending to a point 21 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorised to issue one parking permit to Ms. Isabelle Grant, No. 399 Avondale Street.

L Fith England

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

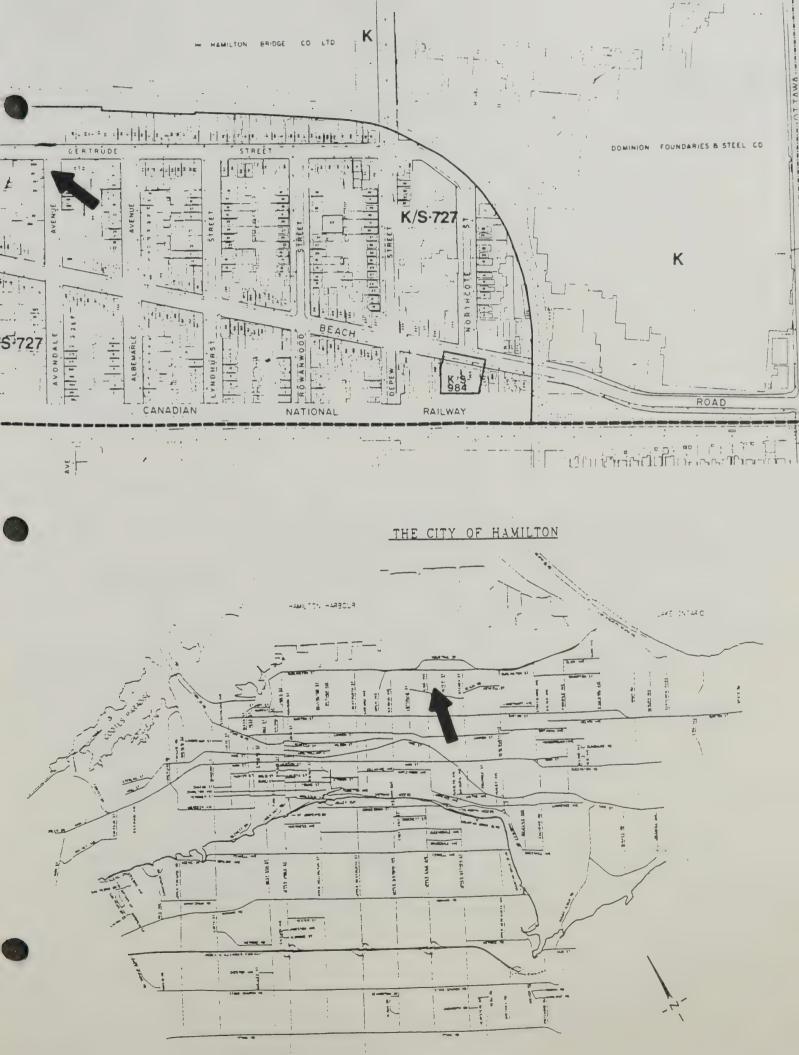
Staff has received a request from Ms. Isabelle Grant, 399 Avondale Street, that a reserved "Permit Parking" space be designated on the west side of the street directly in front of her home, since she is disabled.

Avondale has a 28 foot pavement width and, at present, there is an "Alternate Side Parking" regulation on the street in this area. Normal practice, where "Alternate Side Parking" is in effect, is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has access to a parking space on a year-round basis. Ms. Grant, however, has agreed to the implementation of the subject regulation on her side of the street only, to avoid inconveniencing other area residents. Loading and unloading may take place on the west side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

A recent investigation has revealed that off-street parking is available at 399 Avondale, via a garage at the rear of the property, however, Ms. Grant has indicated that the garage is unsuitable for parking due to its size and its distance from her home.

Staff has confirmed that Ms. Grant meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.







2(BXiXd)

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

1998 October 01

File No. TEC-269-98 / Author: T. Arnold

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Parking Regulations on Bobolink Road adjacent to

Cardinal Heights School

RECOMMENDATION:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Bobolink Road commencing at a point 40 feet east of Meadowlark Drive and extending 120 feet easterly be extended a further 70 feet easterly, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

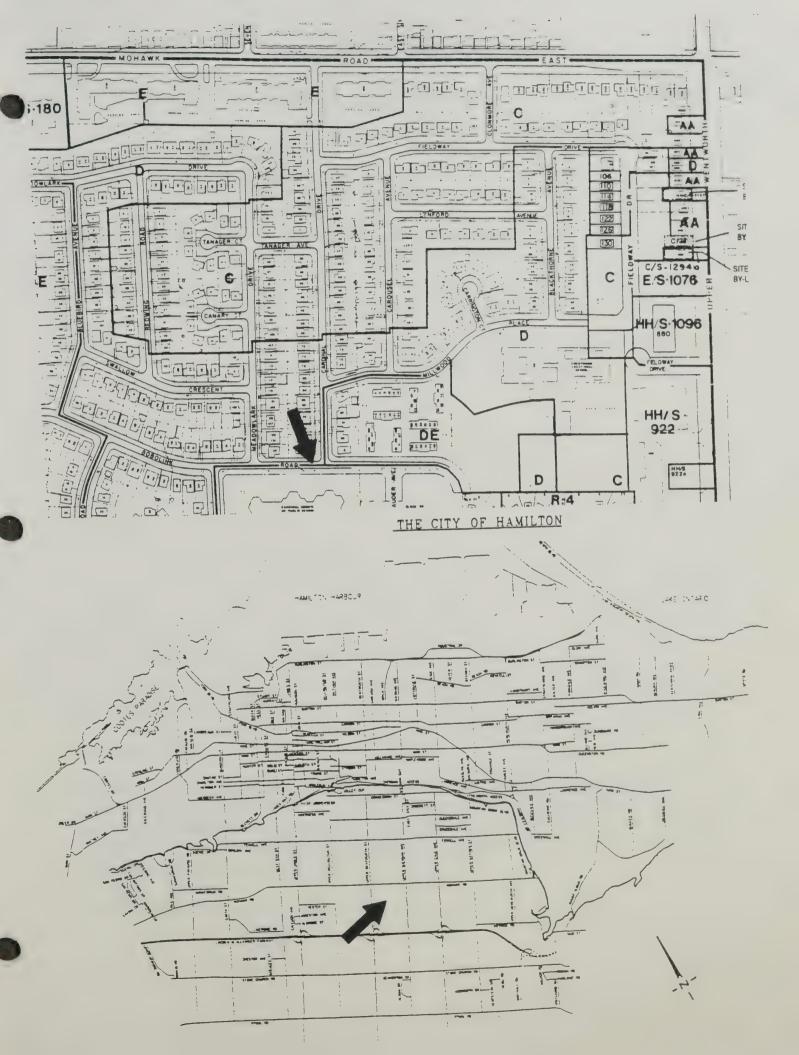
Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of Cardinal Heights School has requested that the existing school bus loading zone on Bobolink Road be extended. Currently, there are four buses servicing this school. Due to logistics problems relating to the students entering the school, the Principal has the school buses unload at a location different from where the students are picked up. Extending the existing school bus loading zone will accommodate both loading/unloading areas.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Bobolink in this area. Thus, there will be no loss of parking which could impact the neighbouring residential properties. Typically, much of the curb side activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of school children is taking place on Bobolink, staff concurs with this request.

TA/MBH/kag





- RECOMMENDATION -



DATE:

1998 October 14

File No. TEC-275-98 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 485 Dundurn Street South - Request to Remove a Reserved

"Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of Dundurn Street South commencing at a point 139 feet south of South Street and extending to a point 18 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

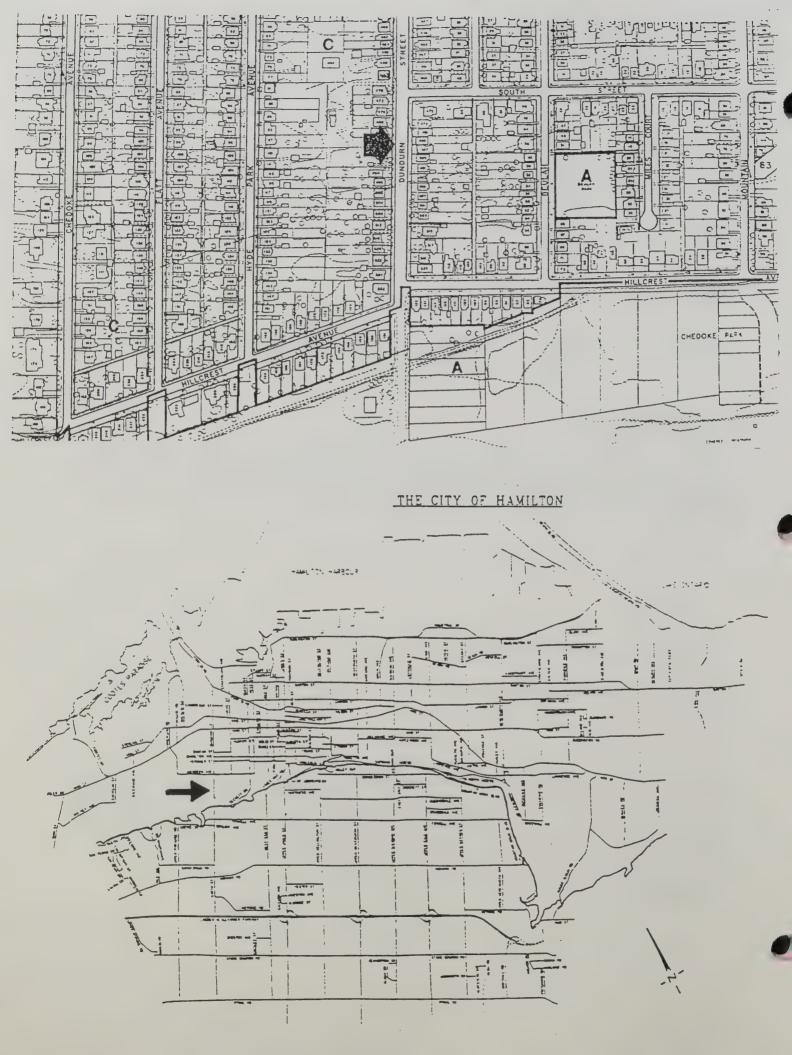
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mrs. Crawford, 485 Dundurn Street South, that the existing reserved "Permit Parking" space on the east side of Dundurn in front of her home be removed as her husband has passed away. Therefore, it would be appropriate to remove the signs. The removal of the subject regulation will restore one unrestricted parking space to the east side of the street.

CVB/MBH/kag





- RECOMMENDATION -

DATE:

1998 October 20

File No. TEC-274-98 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Mr. D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 81 East 24th Street - Request for a Reserved Permit Parking

Space for a Disabled Resident

RECOMMENDATION:

- (a) That a "Permit Parking" regulation be implemented on the east side of East 24th Street commencing at a point 240 feet south of Crockett Street and extending to a point 26 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and
- (b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Mercanti, 81 East 24th Street.

CALA-Eagland

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

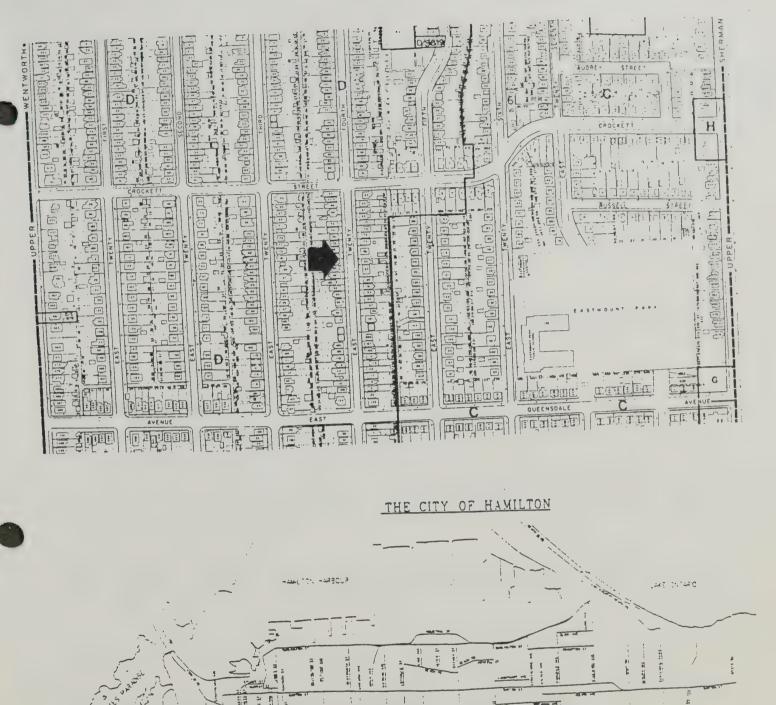
BACKGROUND:

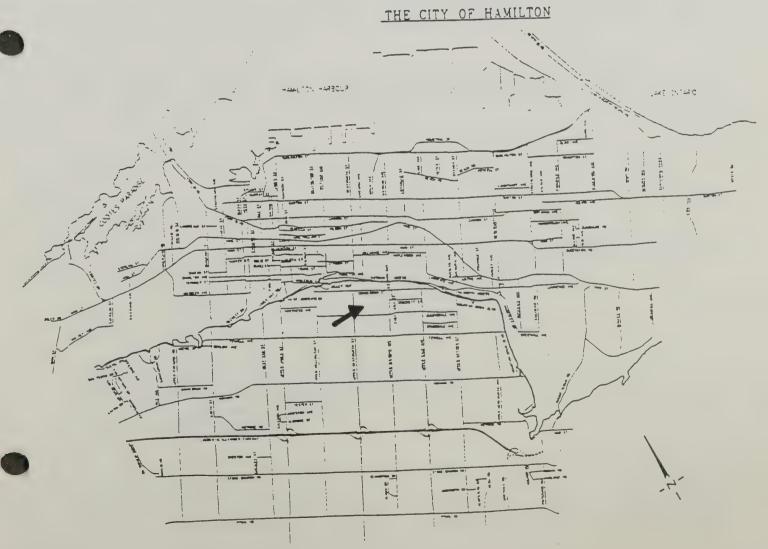
Staff has received a request from Mrs. Michelle Bernard on behalf of her father, Mr. Leonard Mercanti, 81 East 24th Street, that a reserved "Permit Parking" regulation be implemented on the east side of the street directly in front of his home since he is disabled.

East 24th has a 30-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

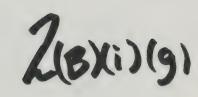
Staff has confirmed that Mr. Mercanti meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.











- RECOMMENDATION -

DATE:

1998 October 21

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 69 Francis Street – Request for a Reserved "Permit Parking"

Space for a Disabled Resident

RECOMMENDATION:

- (a) That a "Permit Parking" regulation be implemented on the north side of Francis Street commencing at a point 93 feet west of Cheever Street and extending to a point 22 feet westerly therefrom, and on the south side of Francis Street commencing at a point 76 feet west of Cheever Street and extending to a point 18 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and
- (b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Laurina Oliveira, 69 Francis Street.

Lyht-Eagland

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

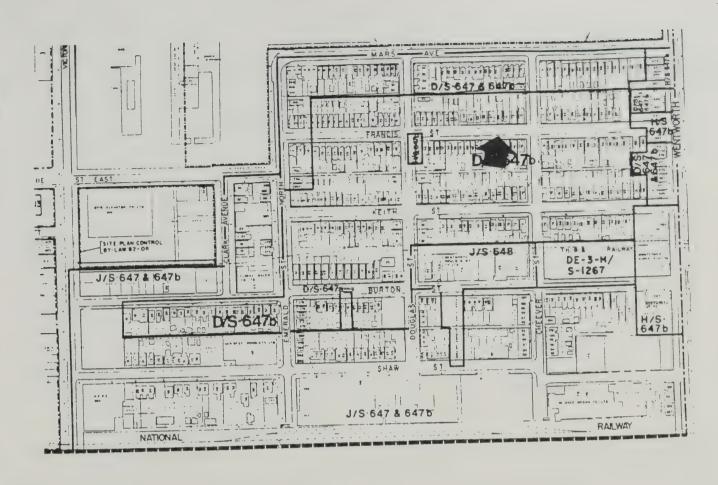
Staff has received a request from Mr. Fernando Oliveira, on behalf of his father, Mr. Laurina Oliveira, 69 Francis Street, that a reserved "Permit Parking" space be designated on both sides of the street directly in front of and across from his father's home since he is disabled.

Francis has 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round basis. Staff has been advised that Mr. John Oliveira, 72

Francis Street, supports the implementation of a reserved "Permit Parking" space in front of his home for use by Mr. Laurina Oliveira.

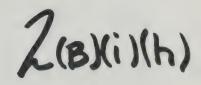
Staff has confirmed that Mr. Laurina Oliveira meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/kag









- RECOMMENDATION -

DATE:

1998 October 21

File No. TEC-285-98 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 410 Dundurn Street South - Request for a

Reserved "Permit Parking" Space for a Disabled

Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the west side of Dundurn Street South commencing at a point 268 feet north of Glenside Avenue and extending to a point 20 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. George Vacarchuk, 410 Dundurn Street South.

- Futt- Eagland

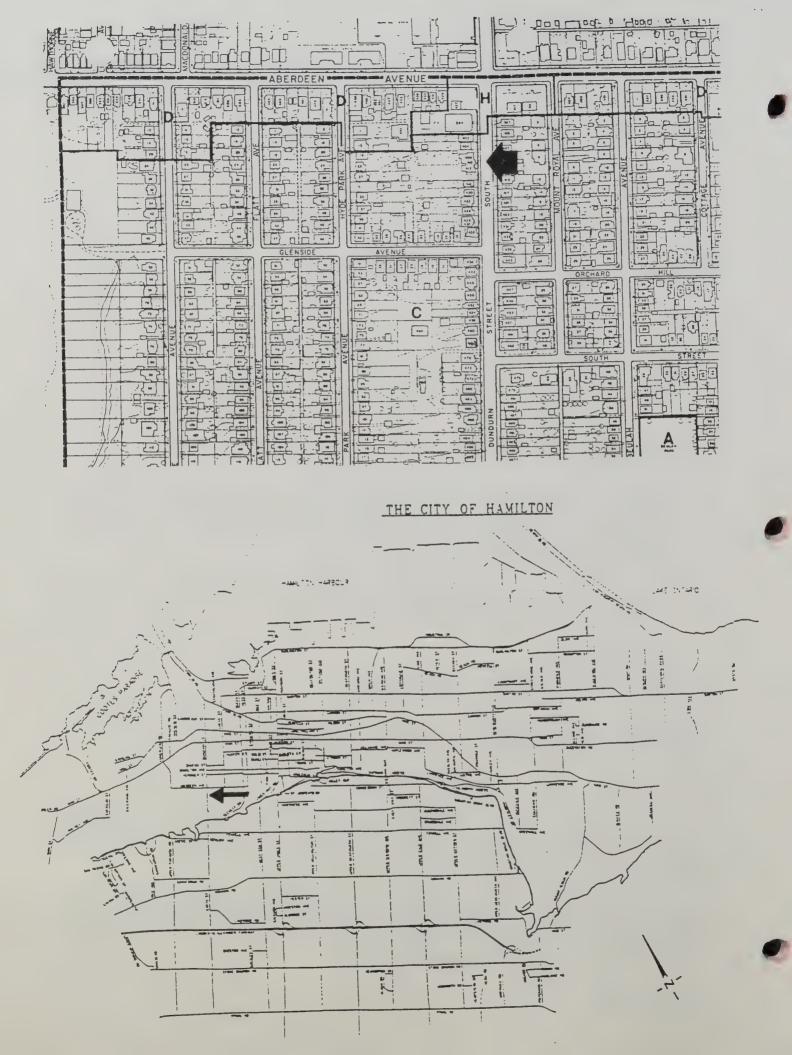
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

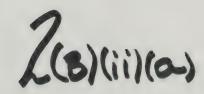
Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. George Vacarchuk, 410 Dundurn Street South, that a reserved "Permit Parking" space be designated on the west side of the street directly in front of his home, since he is disabled.

Dundurn has a 41-foot pavement width and, presently, there is unrestricted parking on both sides of the street in this block. Staff has confirmed that Mr. Vacarchuk meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.





- RECOMMENDATION -

DATE:

1998 October 22

File No. TEC-290-98 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Acadia Drive and Mapleridge Drive -

Intersection Control

RECOMMENDATION:

That southbound traffic on Mapleridge Drive be required to stop for eastbound and westbound traffic on Acadia Drive, and that the City Traffic By-law 89-72 be amended accordingly.

L Juff Eagland

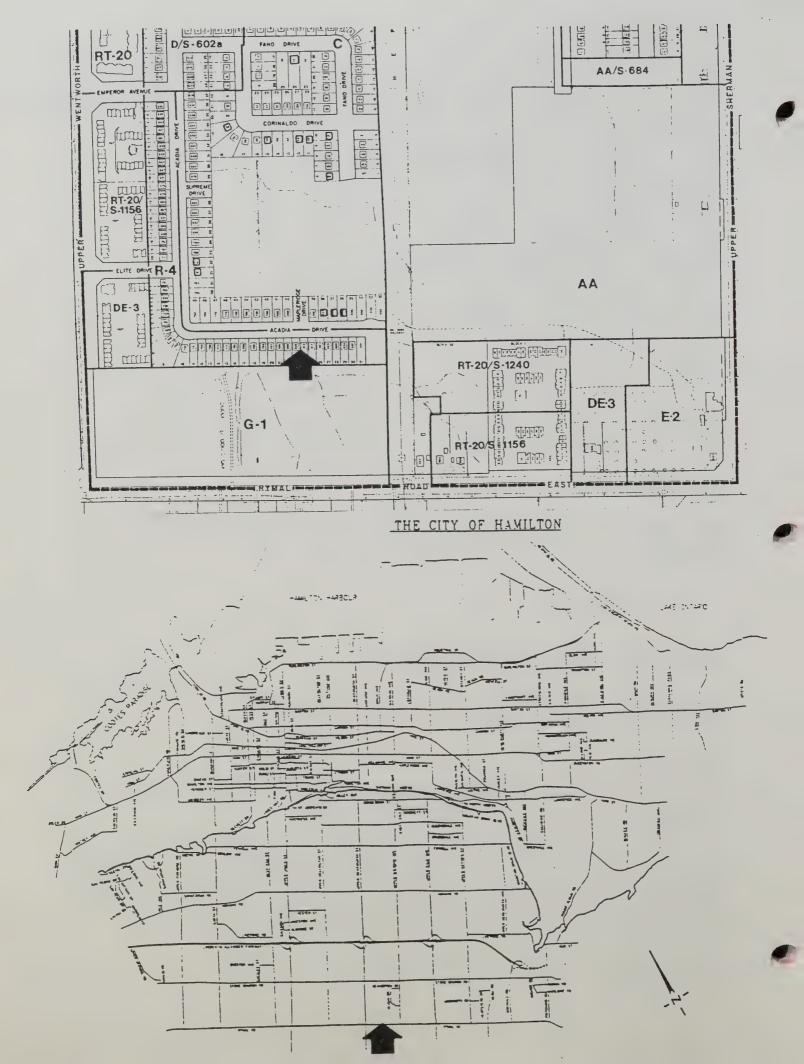
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

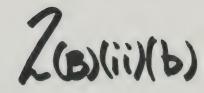
Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Stokes, 833 Acadia Drive, that stop control be implemented at the intersection of Acadia and Mapleridge.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Staff supports the principle of stopping one direction of traffic at "T" type intersection in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff recommends that southbound traffic on Mapleridge be required to stop for eastbound and westbound traffic on Acadia.





- RECOMMENDATION -

DATE:

1998 October 22

File No. TEC-288-98 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Crerar Drive and Elk Court/ Resolute

Drive - Intersection Control

RECOMMENDATION:

That eastbound traffic on Elk Court and westbound traffic on Resolute Drive be required to stop for northbound and southbound traffic on Crerar Drive, and that the City Traffic By-law 89-72 be amended accordingly.

1 Litt-Eagland

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

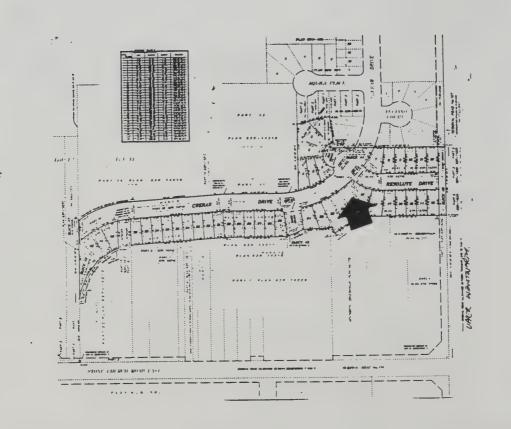
Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

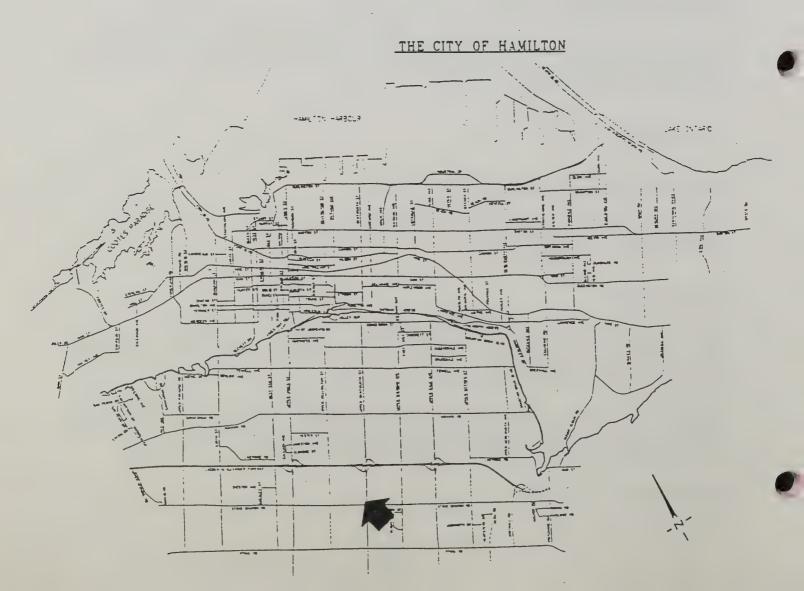
BACKGROUND:

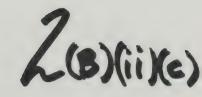
Staff has identified the intersection of Crerar and Elk/Resolute as a recently constructed four-leg intersection with no intersection control signs. Records indicate that there has been no reported collisions at this intersection since it was constructed.

Department policy is to erect two-way stop control at all four-leg intersections of two-way streets. Therefore, staff recommends that eastbound traffic on Elk and westbound traffic on Resolute be required to stop for northbound and southbound traffic on Crerar.

CVB/MBH/kag







- RECOMMENDATION -

DATE:

1998 September 24

File No. TEC-265-98 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works & Traffic

SUBJECT:

Cumberland Avenue - Stop Sign Placements

RECOMMENDATION:

That stop signs be erected on Cumberland Avenue at Prospect Street, Norway Avenue, Holton Avenue and Burris Street, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

For many years, concerns have been received regarding the speed and volume of traffic on Cumberland Avenue and requests for the placement of stop signs at various intersections on Cumberland between Gage Avenue South and Sanford Avenue South. Alderman Morelli has asked that staff report to the Committee respecting this matter.

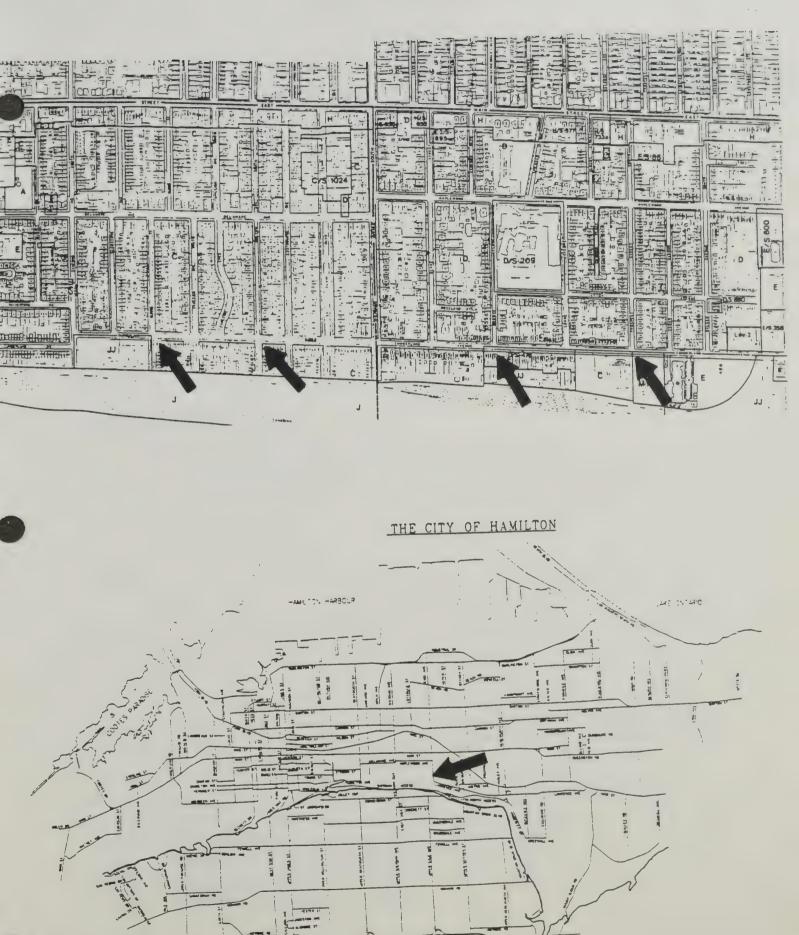
Presently, traffic on Cumberland, in the one mile section between Wentworth and Gage, stops at only two locations, Sherman Avenue and Sanford Avenue (westbound only). Cumberland has always functioned as an arterial street and as an extension of Charlton Avenue, west of Wentworth Street to Lawrence Road, east of Gage Avenue. This is the only continuous street between Main Street (which is one way eastbound) and the foot of the escarpment, and the need for a continuous two-way street in this area is self-evident. However, the volumes of traffic on Cumberland are very modest by arterial standards and are in the order of 8,000 vehicles per day.

The only other east-west streets in this area with any kind of continuity at all are Delaware Avenue and Maplewood Avenue, and these are also through streets with no stop signs except at Sherman Avenue. These streets also carry approximately 7,000 vehicles per day and run through the centre of two residential neighbourhoods. Delaware and Maplewood are both bus routes.

Placing additional stop signs along Cumberland at strategically selected intervals would likely divert through traffic to either Maplewood/Delaware or Main. However, since Maplewood/Delaware is a bus route and a four lane roadway, this street would be more suitable for carrying traffic through the neighbourhood than Cumberland which is only 3 lanes wide with homes in closer proximity to the roadway. Therefore, Maplewood and Delaware should be maintained as the through route.

There are school crossing guards assigned to the intersection of Cumberland and Prospect, as well as Cumberland and Norway. Placing stop signs on Cumberland at these two locations, as well as Holton and Burris, would assist the school crossing guards function and would provide for a uniform pattern of stop control on Cumberland at every two or three block intervals between Gage and Sanford.

MBH/lb







- RECOMMENDATION -

DATE:

1998 September 25

File No. TEC-267-98 / Author: P. Buckle

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 83 Parkplaza Drive - Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a full-time "Wheelchair Loading Zone" regulation be implemented on the north side of Parkplaza Drive, commencing at a point 151 feet east of Grand Oaks Drive and extending to a point 33 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

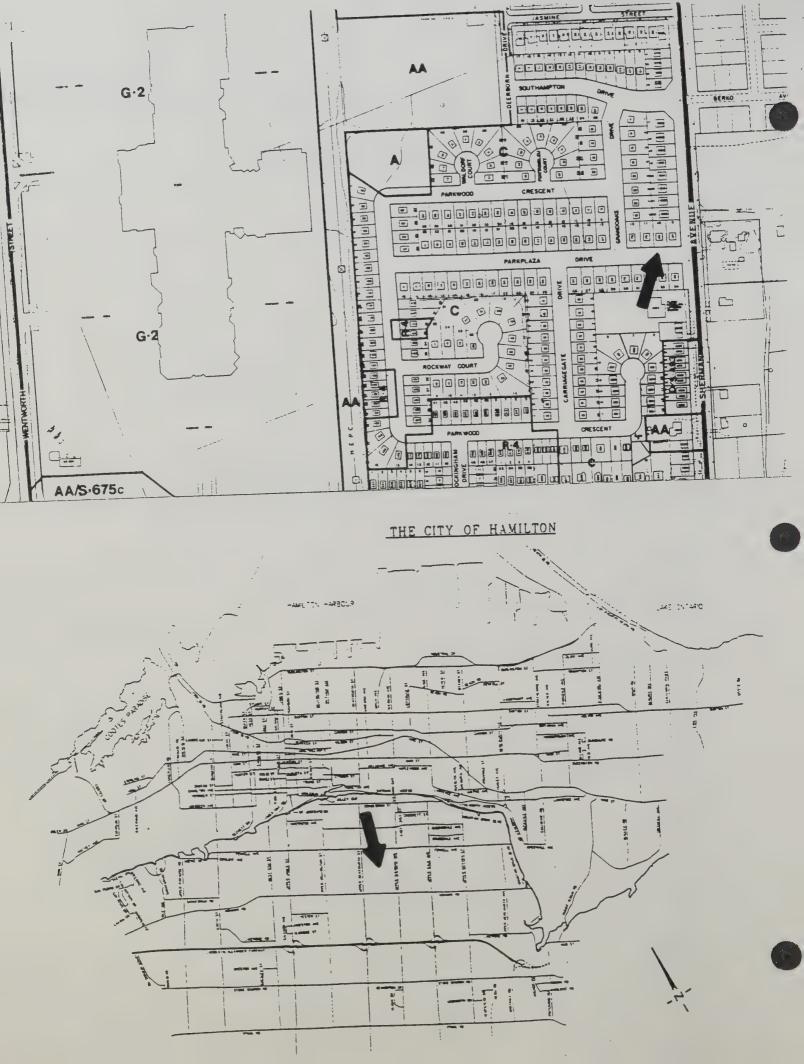
Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

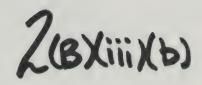
BACKGROUND:

Staff has received a request from Mr. Sergio Geiss, No. 83 Parkplaza Drive, that a full-time "Wheelchair Loading Zone" regulation be implemented on the north side of Parkplaza, directly in front of his home since his son is disabled and requires the use of Darts vehicles.

Parkplaza has a 28 foot pavement width and, presently, parking is unrestricted on both sides of the street in this block. The implementation of the requested regulation will result in the loss of one on-street parking space directly in front of No. 83 Parkplaza Drive. However, since parking is permitted on both sides of the remainder of the block and all of the properties in the immediate vicinity have available off-street parking, staff does not anticipate any parking difficulties for area residents and, therefore, concurs with the request.







- RECOMMENDATION -

DATE:

1998 October 01

File No. TEC-270-98 / Author: T. Arnold

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Wheelchair Loading Zone on Thorner Drive Adjacent to

Thornbrae School

RECOMMENDATION:

That a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Thorner Drive commencing at a point 103 feet west of Deerborn Drive and extending 30 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

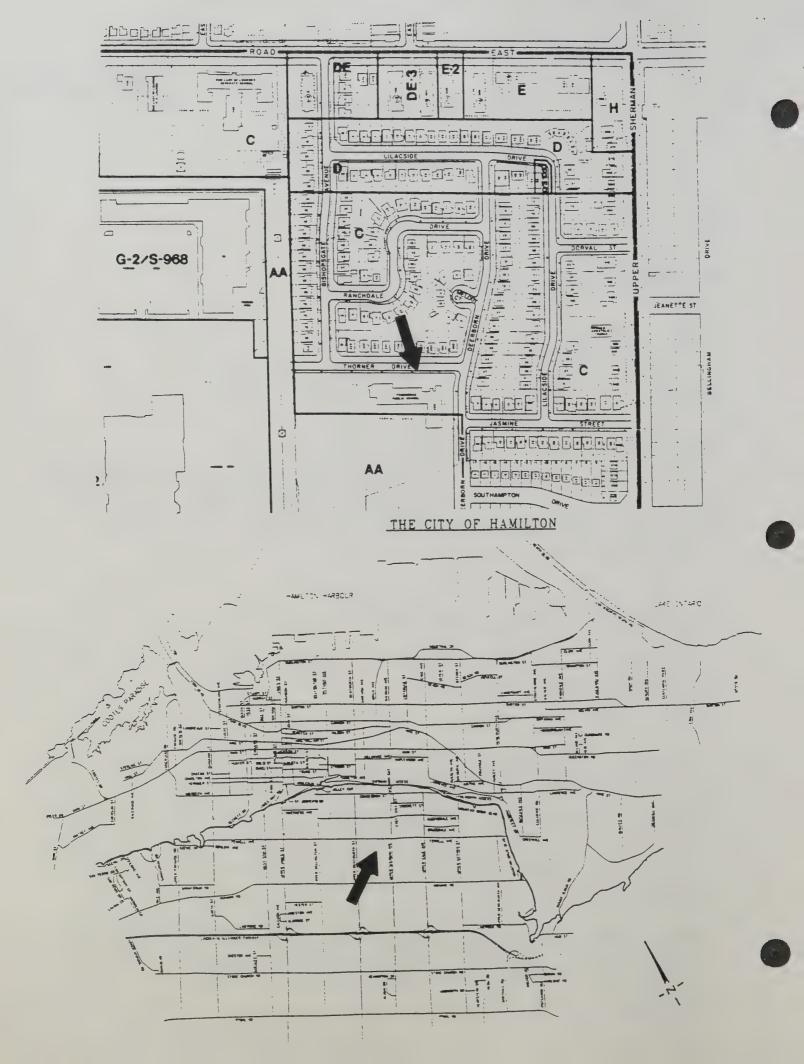
Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of Thornbrae School has requested that a Wheelchair Loading Zone be installed adjacent to the main entrance to the school on Thorner Drive. Staff met with the Principal to discuss this matter. It was determined that there is one child transported to the school who is disabled. The current entrance to the school for disabled students is by the front doors on Thorner and is the appropriate location for a Wheelchair Loading Zone. Typically, much of the curb-side activity is used by private vehicles picking up and dropping off children, thus the driver of the van used to transport this disabled child is having difficulty finding available space to load/unload this child.

There is presently a "No Parking Anytime, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Thorner in this area. Thus, there will be no loss of parking which could impact the neighbouring residential properties. Therefore, staff concurs with this request.

TA/MBH/kag





- RECOMMENDATION -

DATE:

1998 October 20

File No. TEC-283-98 / Author: T. Arnold

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

School Bus Loading Zone on Munroe Street adjacent

to Robert Land School

RECOMMENDATION:

That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of Munroe Street commencing at a point 184 feet east of Wentworth Street North and extending 50 feet easterly, and that the City Traffic By-law 89-72 be amended accordingly.

L Jutt Eagland

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

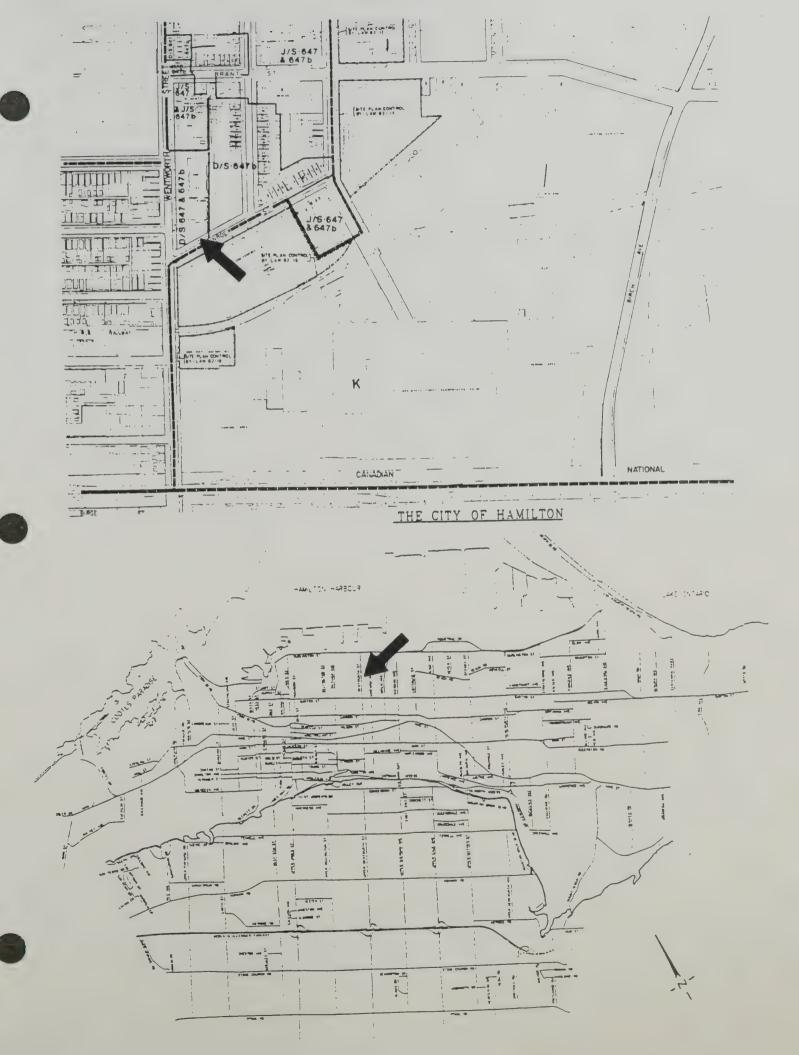
Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

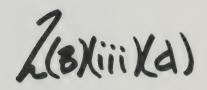
The Principal of Robert Land School has requested that a school bus loading zone be installed on the north side of Munroe Street adjacent to the side entrance to the school. Currently, there are two mini-buses servicing this school. The buses arrive and discharge the children on Munroe Street adjacent to the playground in the morning and pick up the children at the main entrance to the school in the afternoon. The use of two different loading/unloading areas addresses logistic problems within the school and safety concerns on school property.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Munroe in this area. Thus, there will be no loss of parking which could impact the neighbouring industrial properties. Typically, much of the curb side activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of school children is taking place on Munroe, staff concurs with this request.

MBH/kag







- RECOMMENDATION -

DATE:

1998 October 21

File No. TEC-287-98 / Author: T. Arnold

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

School Bus Loading Zones on Central Avenue and

Wexford Avenue Adjacent to A.M. Cunningham School

RECOMMENDATION:

(a) That a "School Bus Loading Zone, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the south side of Central Avenue commencing at a point 40 feet east of Houghton Avenue and extending 30 feet easterly; and

(b) That a "School Bus Loading Zone, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the west side of Wexford Avenue commencing at a point 210 feet south of Central Avenue and extending 60 feet southerly; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

1 Tutt. Eagland

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

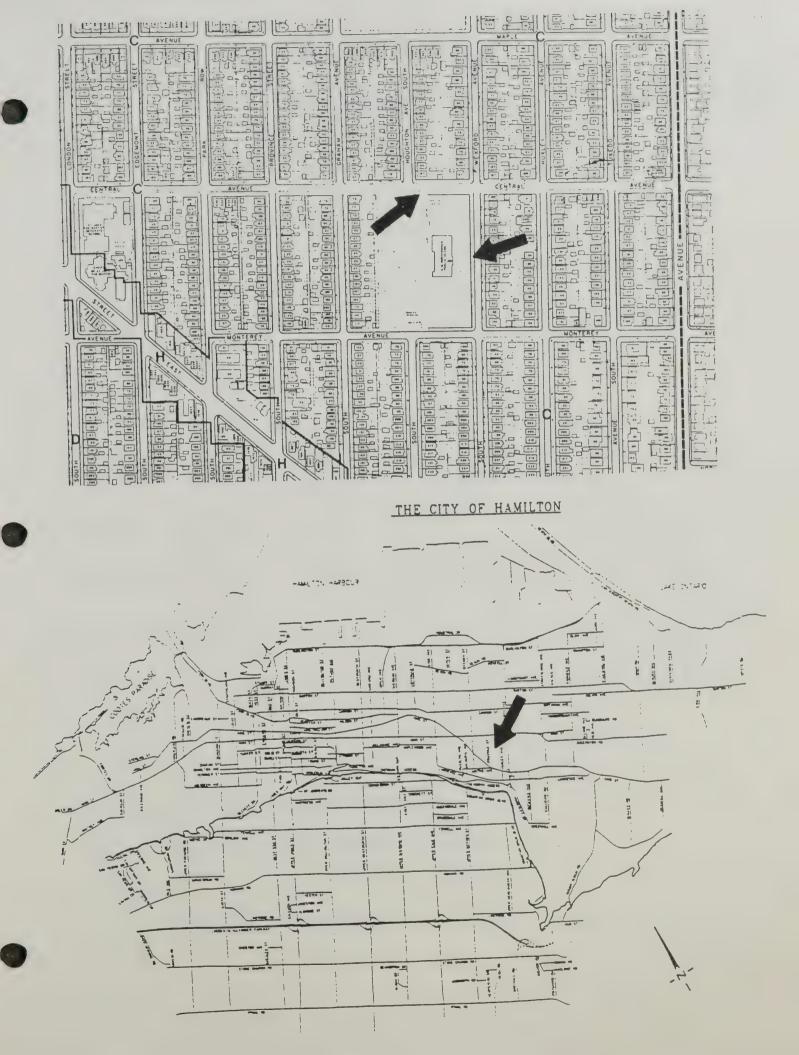
The Principal of A.M. Cunningham School has requested that school bus loading zones be installed on the south side of Central Avenue adjacent to the side entrance to the school and on the west side of Wexford Avenue. Currently, there are two mini-buses servicing this school. The buses arrive and discharge the children on Central Avenue

Street adjacent to the playground in the morning and pick up the children on Wexford Avenue, at the main entrance to the school in the afternoon. When discharging the children in the morning, there is a need for curb space for only one mini-bus due to different arrival times of the mini-buses. At pick-up time in the afternoon, both buses arrive at the same time, thus curb space is required for two mini-buses. The use of two different loading/unloading areas addresses logistic problems within the school and safety concerns on school property.

There is presently a "No Stopping, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on both the south side of Central and the west side of Wexford in this area. Thus, there will be no loss of parking which could impact the neighbouring residential properties.

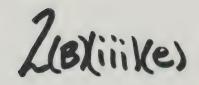
In order to allow the buses to load/unload, legally, on these two streets, staff concurs with this request.

(PA/MBH/kag





- RECOMMENDATION -



DATE:

1998 October 20

File No. TEC-282-98 / Author: H.L. Solomon

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Commissioner of Public Works and Traffic

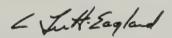
SUBJECT:

Closure of Traffic Capital Projects

RECOMMENDATION:

That the City Treasurer be directed to close the following Capital Project accounts:

Capital Centre #	Project Description	Authorized Gross Cost	Expended/ Committee To Date	Balance Available	Source of Funding
759649025	Traffic Sign Replacement (1996)	75,000.00	75,000.00	Nil	Res-Cap Projects
759749028	Traffic Sign Replacement (1997)	75,000.00	75,000.00	Nil	Res-Cap Projects
759651021	Traffic Signal Modernization (1996)	74,000.00	74,000.00	Nil	Res-Dev Charges



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

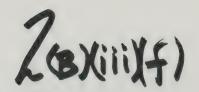
These projects were completed within budget allocations.

BACKGROUND:

The above projects have been completed. It is necessary to formally close the project accounts.







- RECOMMENDATION -

DATE:

1998 October 23

File No. TEC-293-98 / Author: P. Buckle

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

City of Hamilton Snow Route System

RECOMMENDATION:

a) That Woodward Avenue between Barton Street East and Melvin Avenue be designated as a Snow Route; and,

- b) That the Snow Route designation respecting Bigwin Road between Pritchard Road and Anchor Road be rescinded; and,
- c) That the City Traffic By-law 89-72 be amended accordingly.

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FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs and removing such signs as are no longer required.

BACKGROUND:

The Hamilton Street Railway has advised that Woodward Avenue between Barton Street East and Melvin Avenue is currently in use as an H.S.R. bus route and, therefore, it is appropriate to designate this road as a Snow Route in the City Traffic By-law 89-72.

The Hamilton Street Railway has further advised that Melvin Avenue between Woodward Avenue and Potruff Road North, Limeridge Road East between Upper Ottawa Street and Upper Kenilworth Avenue, Main Street East Between Parkdale Avenue and Strathearne Avenue, and Bigwin Road between Pritchard Road and Anchor Road are no longer serviced by the H.S.R., however, the Streets and Sanitation Division, identifies each of the aforesaid roads, excepting Bigwin Road as operationally necessary. Staff, therefore, recommends that only the Snow Route designation respecting Bigwin from Pritchard to Anchor, be repealed.

MBH/pdb



Z(BXiiikg)

CITY OF HAMILTON - RECOMMENDATION -

DATE:

1998 October 8

REPORT TO:

K. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works & Traffic

SUBJECT:

Local Improvement By-Law

Construction of a Concrete Sidewalk

on the East Side of Main Street West Along the Frontage

of 1898 Main Street West

RECOMMENDATION:

That the attached By-law be enacted to authorize construction of local improvements of a concrete sidewalk on the east side of Main Street West along the frontage of 1898 Main Street West.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

Construction of this sidewalk as a Local Improvement was authorized by Council on 1998 September 29, in adopting Item 17 of the 10th Report of the Transport & Environment Committee. Pursuant to that direction, in accordance with the provisions of the Local Improvement Act, the City is entitled to enact this by-law to authorize the works and the collection of the abutting owners' share of the costs by an annual charge added to the tax roll.

The attached by-law is in a form satisfactory to the City Solicitor.



THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

To Authorize:

- The construction as a local improvement a concrete sidewalk on the east side of Main Street West along the frontage of 1898 Main Street West, (as described in Schedule "A") upon the petition of the abutting owners pursuant to section 11 of The Local Improvement Act;
- 2. The imposition of a special assessment upon the lands of the abutting owners in respect of the abutting owners' portion of the cost of the works;
- 3. The preparation of plans, specifications and reports and the supervision of construction of the said works by the Commissioner of Public Works and Traffic.

WHEREAS a petition for the works hereinafter described to be constructed as local improvements has been lodged with the Clerk pursuant to sections 7 and 11 of the Local Improvement Act, R.S.O. 1990, c.L26;

AND WHEREAS at least two thirds of the owners directly abutting the proposed works, representing at least one-half of the value of the lots liable to be specially assessed, have signed and lodged the said petition with the Clerk for presentation to Council for the City to undertake the said works as local improvements;

AND WHEREAS the City Clerk has, as required by the Local Improvement Act, issued his certificate that the said petition sufficiently meets the minimum requirements of the Local Improvement Act;

AND WHEREAS when Council is presented with a sufficiently signed petition for a work, The Local Improvement Act provides that Council may pass a by-law to undertake the works as a local improvement;

AND WHEREAS the Council of The Corporation of the City of Hamilton did decide (in adopting Item 17 of the 10th Report of the Transport & Environment Committee on September 29, 1998) to authorize preparation of this by-law because it is expedient to undertake the works hereinafter described as local improvements pursuant to the petition received from the abutting owners;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Council of The Corporation of the City of Hamilton intends to raise the Corporation's portion of the cost of the works out of its current revenues and, pending payment in full by the abutting owners of the special assessment provided for below, to finance the abutting owners' portion of the costs by borrowing such funds, through the Region's issuance of debentures;

AND WHEREAS the <u>Regional Municipalities Act</u>, (R.S.O. 1990, c.R.8,sec.11) provides that "no area municipality has power to issue debentures", and that Regional Council may borrow money for the purposes of any area municipality;

AND WHEREAS the Ontario Municipal Board Act, (R.S.O.1990,c.O.28,sec.65), states that a municipality shall not authorize any work the cost of which is to be raised in a subsequent year or years until the approval of the Board has first been obtained.

AND WHEREAS the Local Improvement Act (sec.53(7)) states that the amount of monies borrowed to respect of the abutting owners' portion of the cost of the works "...shall not be deemed to be part of the existing debenture debt of the Corporation within the meaning of the provisions of the Municipal Act limiting the borrowing powers of the municipality";

AND WHEREAS Ontario Regulation 710/92 prescribed pursuant to the <u>Municipal Act</u>, (R.S.O.1990,c.M.45), establishes a limit for the City of Hamilton's debt obligations which do not require approval of the Ontario Municipal Board;

AND WHEREAS the financial commitments, liabilities and debts of the local improvements works listed herein, being financed by debentures to be issued by the Region on behalf of the City, together with the City of Hamilton's other financial obligations and debts, do not exceed the City's maximum permitted debt and financial obligation limit prescribed by Ontario Regulation 710/92 and therefore, approval of the Ontario Municipal Board to issuance of debentures by the Region hereinafter described is not required;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the following described works may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed \$74,000.00.

The construction of a concrete sidewalk on the east side of Main Street West along the frontage of 1898 Main Street West at the cost not exceeding those set out below:

City's portion of the cost \$38,259.00

Owners' portion of the cost __35,741.00

Total Estimated cost of the works \$74,000.00

Estimated Cost per metre frontage payable by the abutting owners in

Fifteen (15) annual instalments \$ 103.00

2. The portion of the estimated costs of the said works in the amount of \$35,741.00 shall be borne b therein, by an equal special rate per metre of such frontage payable in annual instalments until fully paid.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

To Authorize:

- 1. The construction as a local improvement a concrete sidewalk on the east side of Main Street West along the frontage of 1898 Main Street West, (as described in Schedule "A") upon the petition of the abutting owners pursuant to section 11 of The Local Improvement Act;
- 2. The imposition of a special assessment upon the lands of the abutting owners in respect of the abutting owners' portion of the cost of the works;
- 3. The preparation of plans, specifications and reports and the supervision of construction of the said works by the Commissioner of Public Works and Traffic.

WHEREAS a petition for the works hereinafter described to be constructed as local improvements has been lodged with the Clerk pursuant to sections 7 and 11 of the Local Improvement Act, R.S.O. 1990, c.L26;

AND WHEREAS at least two thirds of the owners directly abutting the proposed works, representing at least one-half of the value of the lots liable to be specially assessed, have signed and lodged the said petition with the Clerk for presentation to Council for the City to undertake the said works as local improvements;

AND WHEREAS the City Clerk has, as required by the Local Improvement Act, issued his certificate that the said petition sufficiently meets the minimum requirements of the Local Improvement Act;

AND WHEREAS when Council is presented with a sufficiently signed petition for a work, The Local Improvement Act provides that Council may pass a by-law to undertake the works as a local improvement;

AND WHEREAS the Council of The Corporation of the City of Hamilton did decide (in adopting Item 17 of the 10th Report of the Transport & Environment Committee on September 29, 1998) to authorize preparation of this by-law because it is expedient to undertake the works hereinafter described as local improvements pursuant to the petition received from the abutting owners:

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Council of The Corporation of the City of Hamilton intends to raise the Corporation's portion of the cost of the works out of its current revenues and, pending payment in full by the abutting owners of the special assessment provided for below, to finance the abutting owners' portion of the costs by borrowing such funds, through the Region's issuance of debentures;

AND WHEREAS the <u>Regional Municipalities Act</u>, (R.S.O. 1990, c.R.8,sec.11) provides that "no area municipality has power to issue debentures", and that Regional Council may borrow money for the purposes of any area municipality;

AND WHEREAS the Ontario Municipal Board Act, (R.S.O.1990,c.O.28,sec.65), states that a municipality shall not authorize any work the cost of which is to be raised in a subsequent year or years until the approval of the Board has first been obtained.

AND WHEREAS the Local Improvement Act (sec.53(7)) states that the amount of monies borrowed to respect of the abutting owners' portion of the cost of the works "...shall not be deemed to be part of the existing debenture debt of the Corporation within the meaning of the provisions of the Municipal Act limiting the borrowing powers of the municipality";

AND WHEREAS Ontario Regulation 710/92 prescribed pursuant to the <u>Municipal Act</u>, (R.S.O.1990,c.M.45), establishes a limit for the City of Hamilton's debt obligations which do not require approval of the Ontario Municipal Board;

AND WHEREAS the financial commitments, liabilities and debts of the local improvements works listed herein, being financed by debentures to be issued by the Region on behalf of the City, together with the City of Hamilton's other financial obligations and debts, do not exceed the City's maximum permitted debt and financial obligation limit prescribed by Ontario Regulation 710/92 and therefore, approval of the Ontario Municipal Board to issuance of debentures by the Region hereinafter described is not required;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the following described works may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed \$74,000.00.

The construction of a concrete sidewalk on the east side of Main Street West along the frontage of 1898 Main Street West at the cost not exceeding those set out below:

City's portion of the cost \$38,259.00

Owners' portion of the cost 35,741.00

Total Estimated cost of the works \$74,000.00

Estimated Cost per metre frontage payable by the abutting owners in

Fifteen (15) annual instalments \$ 103.00

2. The portion of the estimated costs of the said works in the amount of \$35,741.00 shall be borne b therein, by an equal special rate per metre of such frontage payable in annual instalments until fully paid.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

To Authorize:

- 1. The construction as a local improvement a concrete sidewalk on the east side of Main Street West along the frontage of 1898 Main Street West, (as described in Schedule "A") upon the petition of the abutting owners pursuant to section 11 of The Local Improvement Act;
- 2. The imposition of a special assessment upon the lands of the abutting owners in respect of the abutting owners' portion of the cost of the works;
- The preparation of plans, specifications and reports and the supervision of construction of the said works by the Commissioner of Public Works and Traffic.

WHEREAS a petition for the works hereinafter described to be constructed as local improvements has been lodged with the Clerk pursuant to sections 7 and 11 of the Local Improvement Act, R.S.O. 1990, c.L26;

AND WHEREAS at least two thirds of the owners directly abutting the proposed works, representing at least one-half of the value of the lots liable to be specially assessed, have signed and lodged the said petition with the Clerk for presentation to Council for the City to undertake the said works as local improvements;

AND WHEREAS the City Clerk has, as required by the Local Improvement Act, issued his certificate that the said petition sufficiently meets the minimum requirements of the Local Improvement Act;

AND WHEREAS when Council is presented with a sufficiently signed petition for a work, The Local Improvement Act provides that Council may pass a by-law to undertake the works as a local improvement;

AND WHEREAS the Council of The Corporation of the City of Hamilton did decide (in adopting Item 17 of the 10th Report of the Transport & Environment Committee on September 29, 1998) to authorize preparation of this by-law because it is expedient to undertake the works hereinafter described as local improvements pursuant to the petition received from the abutting owners;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Council of The Corporation of the City of Hamilton intends to raise the Corporation's portion of the cost of the works out of its current revenues and, pending payment in full by the abutting owners of the special assessment provided for below, to finance the abutting owners' portion of the costs by borrowing such funds, through the Region's issuance of debentures;

AND WHEREAS the <u>Regional Municipalities Act</u>, (R.S.O. 1990, c.R.8,sec.11) provides that "no area municipality has power to issue debentures", and that Regional Council may borrow money for the purposes of any area municipality;

AND WHEREAS the Ontario Municipal Board Act, (R.S.O.1990,c.O.28,sec.65), states that a municipality shall not authorize any work the cost of which is to be raised in a subsequent year or years until the approval of the Board has first been obtained.

AND WHEREAS the Local Improvement Act (sec.53(7)) states that the amount of monies borrowed to respect of the abutting owners' portion of the cost of the works "...shall not be deemed to be part of the existing debenture debt of the Corporation within the meaning of the provisions of the Municipal Act limiting the borrowing powers of the municipality";

AND WHEREAS Ontario Regulation 710/92 prescribed pursuant to the <u>Municipal Act</u>, (R.S.O.1990,c.M.45), establishes a limit for the City of Hamilton's debt obligations which do not require approval of the Ontario Municipal Board;

AND WHEREAS the financial commitments, liabilities and debts of the local improvements works listed herein, being financed by debentures to be issued by the Region on behalf of the City, together with the City of Hamilton's other financial obligations and debts, do not exceed the City's maximum permitted debt and financial obligation limit prescribed by Ontario Regulation 710/92 and therefore, approval of the Ontario Municipal Board to issuance of debentures by the Region hereinafter described is not required;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the following described works may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed \$74,000.00.

The construction of a concrete sidewalk on the east side of Main Street West along the frontage of 1898 Main Street West at the cost not exceeding those set out below:

City's portion of the cost \$38,259.00

Owners' portion of the cost __35,741.00

Total Estimated cost of the works \$74,000.00

Estimated Cost per metre frontage payable by the abutting owners in

Fifteen (15) annual instalments \$ 103.00

2. The portion of the estimated costs of the said works in the amount of \$35,741.00 shall be borne b therein, by an equal special rate per metre of such frontage payable in annual instalments until fully paid.

- 3. Pending payment of the abutting owners' portion of the costs referred to in Section 2, the said portion shall be financed by the issue of debentures (subject to the terms listed below) by The Regional Municipality of Hamilton-Wentworth on behalf of the City of Hamilton;
 - (a) to the extent sufficient to provide an amount not exceeding \$35,741.00, and,
 - (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.
- 4. The Commissioner of Public Works and Traffic is hereby authorized to:
 - (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,
 - (b) supervise construction of the works.
- 5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City, all contracts necessary for the construction of the works.

PASSED this

day of

,A.D. 1998.

CITY CLERK MAYOR

(1998) 10 R.T.E.C.17, September 29

SCHEDULE "A"

The construction of a concrete sidewalk on the east side of Main Street West along the frontage of 1898 Main Street West at the costs not exceeding those set out below:

City's Share \$38,259.00

Owners' Share <u>35.741.00</u>

TOTAL ESTIMATED COST \$74,000.00

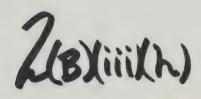
Estimated Cost per metre frontage \$103.00

Fifteen (15) annual instalments



CITY OF HAMILTON





DATE:

1998 October 22

REPORT TO:

K. Christenson

Secretary, Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works & Traffic

SUBJECT:

Annual Supply and Delivery of Highway Salt (Sodium Chloride)

RECOMMENDATION:

That purchase orders be issued for the supply and delivery of highway salt as and when required for the 1998-1999, 1999-2000, 2000-2001 winter seasons by the Department of Public Works and Traffic in accordance with specifications issued by purchasing and vendors' tenders and be financed through stock materials account no. CH 56197 60999, as follows:

Sifto Canada

1998

1999

2000

Highway Salt-

\$42.25/tonne

\$43.25/tonne

\$44.35/tonne

delivered by truck

L Jutt-Eagland

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The delivered price for highway salt in 1997 was \$41.00/tonne; the new prices of \$42.25/tonne, \$43.25/tonne, \$44.35/tonne being the lowest of two bids, represents an increase of 3%, 5%, 8% annually. The tender approach was a co-operative tender which included City of Hamilton, Region of Hamilton-Wentworth, Towns of Dundas, Glanbrook, Ancaster, Flamborough and City of Stoney Creek.

BACKGROUND:

Approximately \$1,766,915 was spent in the 1997/98 winter season for this commodity, see spreadsheet attached for comparison prices.

The Department of Public Works and Traffic provides winter control services for all City and Regional roads within Hamilton. The highway salt acquired through this tender will be utilized for servicing City and Regional roads, recreation centres, schools, parks, fire stations, bus stops and the Lincoln Alexander Expressway within the City of Hamilton.

CFE/RG/rb Attachment

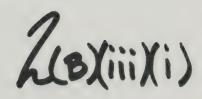
ANNUAL SUPPLY of SODIUM CHLORIDE for the 1998-1999, 1999-2000, 2000-2001 WINTER SEASONS

Closed: September15, 1998

CITY OF HAMIL		approxir	nately	TON - approximately 70,000 tonnes	Se		
		SIFTO (SIFTO CANADA		THE CAN	THE CANADIAN SALT COMPANY	PANY
DESCRIPTION	1998	19	1999	2000	1998	1999	2000
DELIVERED BY TRUCK	\$ 42.25	\$ 5	43.25	\$ 44.35	\$ 44.39	\$ 45.74	\$ 47.09
DELIVERED BY TRUCK FROM YOUR NEAREST STORAGE LOCATION	42.25	25	43.25	44.35	44.39	45.74	47.09
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH - APPROXIMATELY 12,000 TONNES	OF HAMILT	ON-WENT	WORTH	- APPROXIMATE	LY 12,000 TON	INES	
DELIVERED BY TRUCK	42.25	5	43.25	44.35	44.39	45.74	47.09
DELIVERED BY TRUCK FROM YOUR NEAREST STORAGE LOCATION	42.25	.5	43.25	44.35	44.39	45.74	47.09
CITY OF STONE	TONEY CRE	EK - APPRO	DXIMATEL	/ CREEK - APPROXIMATELY 4,000 TONNES	S		
DELIVERED BY TRUCK	42.25	5	43.25	44.35	44.39	45.74	47.09
DELIVERED BY TRUCK FROM YOUR NEAREST STORAGE LOCATION	42.25	.5	43.25	44.35	44.39	45.74	47.09
TOWN OF ANC		ASTER - APPROXIMATELY 1,200	KIMATELY	1,200 TONNES			
DELIVERED BY TRUCK	42.25	5	43.25	44.35	44.39	45.74	47.09
DELIVERED BY TRUCK FROM YOUR NEAREST STORAGE LOCATION	42.25	5	43.25	44.35	44.39	45.74	47.09
TOWN OF DU		- APPROXII	MATELY	NDAS - APPROXIMATELY 2,000 TONNES			
DELIVERED BY TRUCK	42.25	2	43.25	44.35	44.39	45.74	47.09
DELIVERED BY TRUCK FROM YOUR NEAREST STORAGE LOCATION	42.25	5	43.25	44.35	44.39	45.74	47.09

Unable to bid: Cargill Salt

CITY OF HAMILTON - RECOMMENDATION -



DATE:

1998 October 16

File No. TEC-278-98 / Author: M. Hazell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Municipal Car Park No. 58, 1368 Barton Street East

RECOMMENDATION:

(a) That Municipal Car Park No. 58, 1368 Barton Street East, be reopened on a trial basis for four months; and

(b) That staff be directed to report back on the financial viability of keeping this municipal car park open on a permanent basis at the end of the four month trial period.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Municipal Car Park No. 58, 1368 Barton Street East, has been closed since 1995 as it was no longer a financially viable operation. Reopening the property and installing parking meters can be accommodated within the current budget while an assessment of the current financial viability can be undertaken.

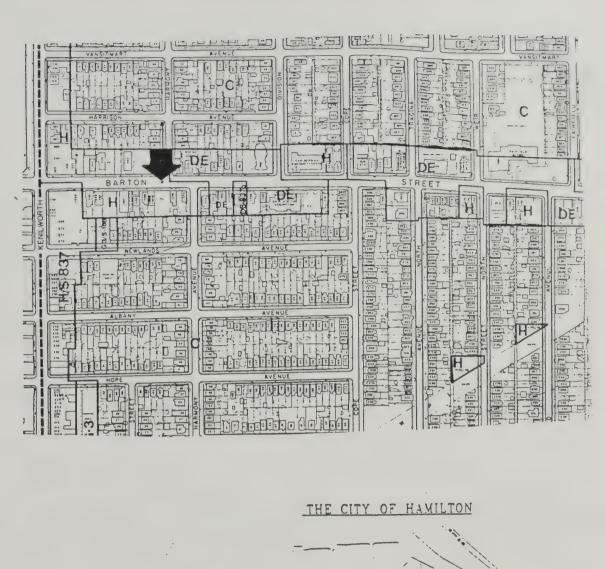
BACKGROUND:

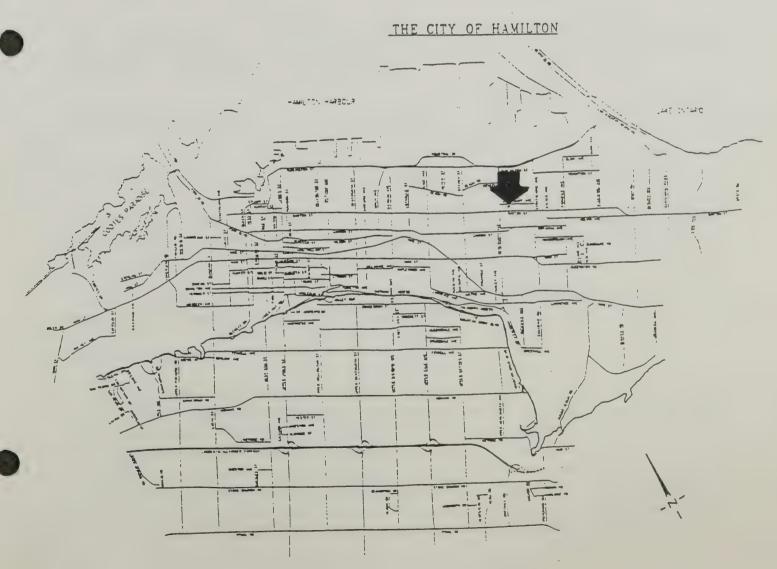
In late 1995, the former Hamilton Parking Authority advised the City Property Department that the municipal car park at 1368 Barton Street East (south side of Barton between Kenilworth and Harmony), among others, were deemed surplus to the requirements of the Authority and the site was closed. Before authorizing the sale of this and other "surplus" lots, the Finance and Administration Committee requested a complete report

respecting off-street parking services. On 1997 April 22, the Finance and Administration Committee again dealt with the matter and requested a report from the Hamilton Parking Authority "on what the financial implications of maintaining these lots at their present loss status would be" and that information be provided on whether these lots could be deeded to the City to serve the community needs. The Hamilton Parking Authority did not report back respecting this matter and was abolished by the City Council on 1998 March 31.

In response to a request by Alderman Dave Wilson, staff have investigated the feasibility of reopening this car park. Due to increased commercial activity, staff is of the opinion that it might be financially viable to operate a parking lot at this location under current conditions, and therefore recommends that the property be reopened for a four month trial period for a financial reassessment before committing to a permanent car park operation on this property.

MBH/kag



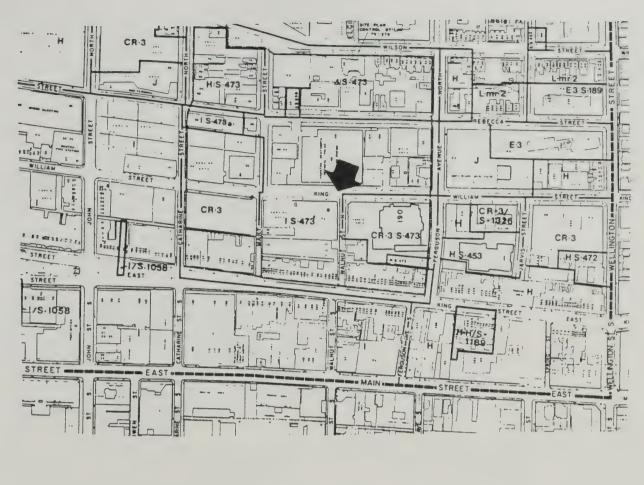


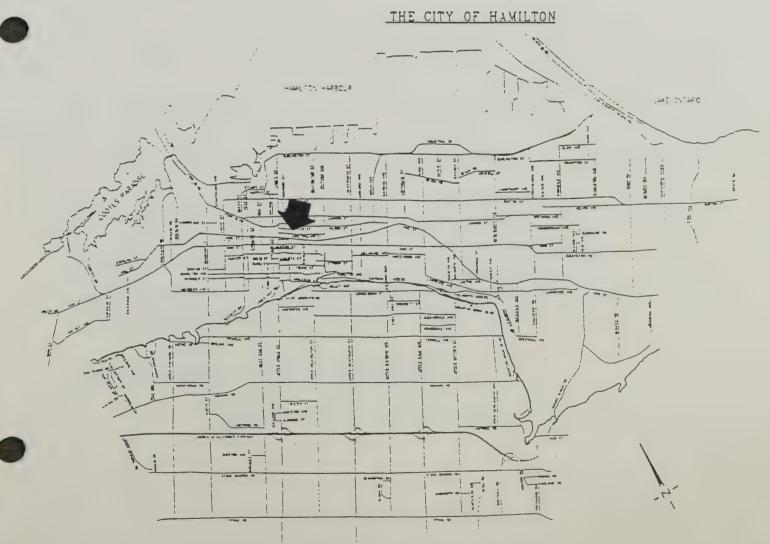
compound the problem Parking Services surrendered management of the former Theatre Aquarius Car Park (43 parking spaces) for the City Places Development on Friday September 25, 1998.

The past practice of the former Parking Authority allowed the General Manager to adjust rates upwards and downwards to the reflect the economic climate. In the absence of a formal policy, the rates in this lot were increased from \$2.00 per day to \$3.00 per day on 1998 October 06 and the daily parkers have moved to other nearby car parks such that monthly permit holders are no longer inconvenienced. Staff will be reporting back shortly with a recommendation on how to handle minor rate adjustments which are required in a timely manner between Committee meetings.

For information, staff will be working with the project manager for City Places with a view to placing parking meters or a combination of meters and loading space on the east side of Walnut from King to King William.

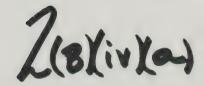








CITY OF HAMILTON



- RECOMMENDATION -

DATE:

1998 October 21

T103-51 M. Preston

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic Department of Public Works and Traffic

SUBJECT:

Encroachment Agreements (R-98-48)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations as outlined on Appendix "A", appended hereto, be approved during the pleasure of Council, provided:

- a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.
- c) That the first year fees and subsequent annual fees as outlined in Appendix "A" be set for the encroachments.

6 D. Lobo

Commissioner

Public Works and Traffic

E. M. Gill, P. Eng.

Tod Gun

Senior Director

Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The applicants will pay a processing and registration fee of \$185, and an annual fee of \$20.

Cont'd...

-Page 2-

Encroachment Agreements 1998 October 21

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

AMJP:

cc: A. Ross, City Treasurer

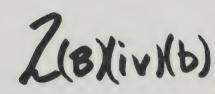
APPENDIX 'A' Council Date: 1998 November 10

Location	Municipal Address	Owner	Type of Encroachment	First Year/Annual Fee	File Number
West Avenue	15 West Avenue North	Trillium Funeral Services Corp.	Stairwell encroaching by 4.0' X 15.0' onto street and 8.0' deep	\$185/20	T103-50 (1423)
Florence Street	29 Florence Street	T.E. Lake	Porch encroaching by 1.21' X 12.0'	\$185/20	T103-50 (1424)
Province Street	77 Province Street	D. Poulton	Steps encroaching by 1.26' X 3.0'	\$185/20	T103-50 (1425)



CITY OF HAMILTON

- RECOMMENDATION -



DATE:

1998 October 1

S723-80 M. Sabelli, C.E.T.

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Mr. D. Lobo

Commissioner of Public Works and Traffic Department of Public Works and Traffic

SUBJECT:

1998 Servicing Expenditures Related to Subdivisions (R-98-51)

RECOMMENDATION:

1. That Item #20 of the 11th Report of the Transport and Environment

Committee adopted by City Council on Tuesday, October 14, 1997, for the approval of Schedules for "Wellington Meadows - Phase 1", be rescinded and

replaced with item (b) below.

2.a) That the submitted schedules of works be adopted for inclusion in the

Subdivision Agreement with the Owner for the estimated costs of services in

"Wellington Meadows - Phase 1, Hamilton

City's share - NIL -, Owner's share \$ 166,875.68

b) That the Mayor and City Clerk be authorized and directed to execute the

proposed Subdivision Agreement with the Owner of "Wellington Meadows -

Phase 1", Hamilton as well as and any other related documents for this

Subdivision subject to the approval of the City Solicitor.

Cont'd....

1998 October 1

1998 Servicing Expenditures Related to Subdivisions (R-98-51)

Cont'd....

- c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement has been registered.
- In the event that the Owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered the Owner should be allowed to do so at their own risk provided that the Owner enters into a standard agreement with the City of Hamilton for pre-servicing.

CD. Lobo

Commissioner

of Public Works and Traffic

L. Cohier, P. Eng.

Acting Complissioner

Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no financial or legal implications.

BACKGROUND:

City Council has previously approved the execution of the proposed Subdivision Agreement with the Owner of "Wellington Meadows - Phase 1" at their meeting on 1997 October 14 in adopting Item #20 of the Transport and Environment Committee Report 11-97. The Owner, Scarlett Homes Ltd., now wish to include a larger portion in the development of "Wellington Meadows - Phase 1" at this time, which has resulted in a change to the schedules of works previously approved by Council.

Cont'd....

1998 October 1

1998 Servicing Expenditures Related to Subdivisions (R-98-51)

Cont'd....

The development of "Wellington Meadows - Phase 1" will result in the creation of twenty-five (25) lots for single family homes. An estimate of costs has been prepared and it has been determined that there is no City share for this development.

The lands of "Wellington Meadows - Phase 1" are located on the north side of Stone Church Road East west of Upper Wellington Street, in the Jerome Planning Neighbourhood.

<u>Note:</u> The engineering schedules for the above-noted subdivision have been prepared by the Developer's Consulting Engineer and have been approved by the Manager of Development, of the Regional Environment Department.

MPS .

cc: Finance and Administration Committee

Att: Alderman D. Wilson, Chairman Att: Susan K. Reeder, Secretary

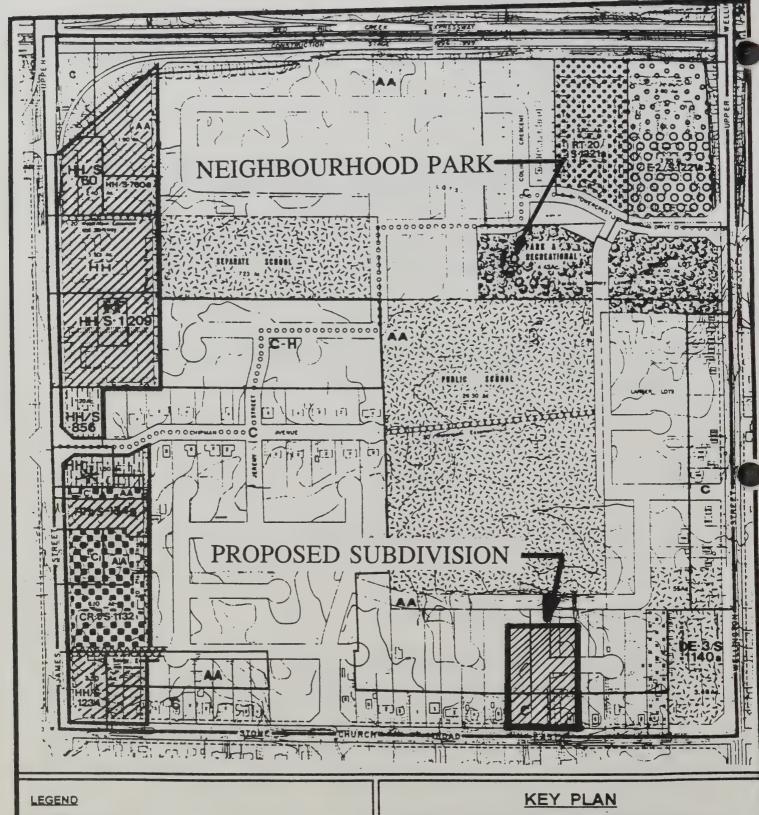
cc: Regional Environment Department

Mr. G. Paparella, Director

Mr. L. Gohier, Acting Commissioner

cc: City Treasury Department

A.C. Ross, City Treasury Department Att: N. Adhya, Manager of Budgets





Subject Lands

"WELLINGTON MEADOWS-PHASE 1"

IORTH		ROME
A I	DATE	

Oct. 19, 1998

FILE No. \$723-80



Regional Municipality of Hamilton-Wentworth Environment Department, Development Division

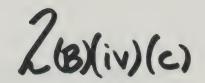
1998 SUBDIVISION EXPENDITURE SUMMARY

	TOTAL SERVICING COSTS	\$166,875,68
	TOTAL SUBDIVIDER' SHARE	\$166,875.68
	TOTAL CITY'S SHARE	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00
S	0.3 METRE CITY OWNED LA RESERVE & OVERSIZED COSTS	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00
CITY'S SHARE OF EXPENDITURES	0.3 METRE RESERVE COSTS	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00
0	DESCRIPTION OF WORKS	Catch Basins & Connections Connections Curbs & Sidewalks Finished Roads Sewers & Watermains Seeding/Sodding Street Lighting Trees Barricades
	# OF LOTS. SUBDIVISION and AGREEMENT LOCATION UTHORIZATIO	COUNCIL 97 OCT 14 17&E 11-97 ITEM #20
	# OF LOTS. and LOCATION	25 LOTS HAMILTON
Name of:	SUBDIVISION DEVELOPER CONSULTANT SURVEYOR	"WELLINGTON MEADOWS-PHASE 1" SCARLETT HOMES LTD. URBEX ENGINEERING LIMITED JOHN P. NOUWENS, O.L.S. S723-80 M.P. SABELLI, C.E.T.

City Owned Lands and Oversizing Expenditures are recoverable through the collection of Development Charges
 0 30 Metre Reserve Expenditures are Fully Recoverable through recoveries from the adjacent land owners under development agreements



CITY OF HAMILTON



- RECOMMENDATION -

DATE:

1998 October 20

S609-01 G. McGuire

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Commissioner of Public Works and Traffic Department of Public Works and Traffic

SUBJECT:

To incorporate certain City land into a pedestrian

walkway by By-Law (R-98-52)

RECOMMENDATION:

That the following City land be incorporated into a pedestrian walkway: a)

Parts 1 & 2

Plan 62R-13829

- That the By-Law to carry out the incorporation of the said land into the pedestrian 0) walkway be prepared to the satisfaction of the City Solicitor and be enacted by Council.
- That the establishing by-law be submitted to the Regional Municipality of Hamiltonc) Wentworth.
- That the Commissioner of Transportation be authorized and directed to register the d) By-Law.

L. L. H. Eagland Lobo Lobo

Commissioner

Public Works and Traffic

Ted Gin E. M. Gill, P. Eng.

Senior Director

Roads Division

Subject: To incorporate certain City Land into a pedestrian walkway by By-Law (R-98-52)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

In response to a request of the abutting owner, Wentworth Condominium Corporation No. 79, the City on 1996 May14, approved the acquisition of the existing walkway between Fonthill Road and Upper Paradise Road by adopting Item 1 of the Transport and Environment Committee Report 7-96.

The walkway had previously been constructed and is in use by the public, and the City now has title to this land. It is necessary to incorporate the land into a public walkway by City By-Law to allow pedestrian access from Fonthill Road to Upper Paradise Road. This walkway is 2.00 meters in width and does not meet the 20.00 meters minimum width requirement as set out in the Planning Act and as provided in that act, must be subsequently approved by Regional Council.

Incorporating into Street Name	Description of Land being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Pedestrian Walkway	Parts 1 & 2 62R-13829	N/A	To allow for legal pedestrian access from Fonthill Road to Upper Paradise Road	S609-01

cb:GM/KML encls.

cc/H. Groen, Transportation Department cc/F. Angelici, Planning Department cc/M. Watson, Property Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO INCORPORATE CITY LAND DESIGNATED AS PARTS 1 & 2, ON PLAN 62R-13829 INTO A PEDESTRIAN WALKWAY

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into a pedestrian walkway;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established to form part of a pedestrian walkway.

Part of the road allowance between Concessions 6 and 7, in the geographic Township of Barton, and Part of Block 'A' on Plan M-188, formerly part of the Common Elements on Wentworth Condominium Plan No. 79, designated as Parts 1 and 2, on Plan 62R-13829.

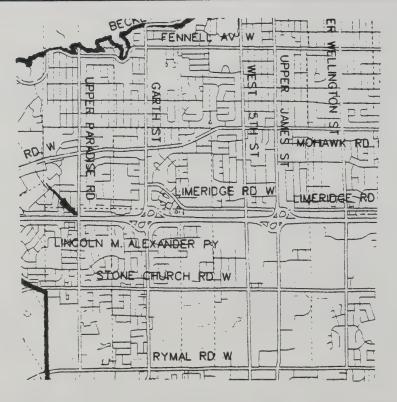
City of Hamilton

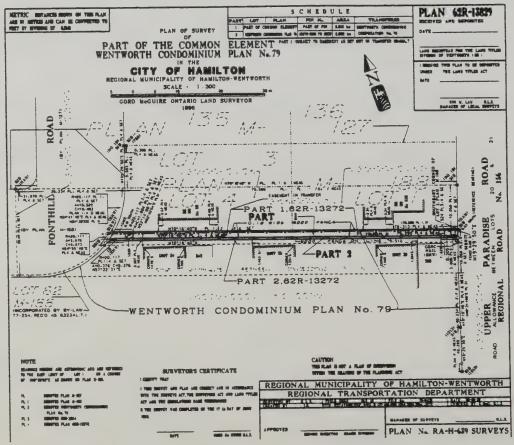
Regional Municipality of Hamilton-Wentworth

- 2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a pedestrian walkway.
- 3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this 10th day of November A.D. 1998

City Clerk Mayor





KEY PLAN Parts 1 & 2, Plan 62R-13829





2(0)

1. Elle

CITY OF HAMILTON

- RECOMMENDATION -

DATE:

November 2nd, 1998

REPORT TO:

Chairman and Members

Transport and Environment Committee

FROM:

Kevin C. Christenson, Secretary

Transport and Environment Committee

SUBJECT:

Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGALIMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment



Transport and Environment Committee

Date	From	Subject	Date Distributed
October	Ontario Good Roads Association	Bulletin	1998 October 6
September 25 th	Commissioner of Public Works and Traffic	Public Works and Traffic Department Status Report as at 1998 July 31st	1998 October 6 th
September 30 th	Commissioner of Public Works and Traffic	Locke Street between Canada and Hunter Streets, City of Hamilton – Partial Road Closure	1998 October 8 th
October 22 nd	Commissioner of Public Works and Traffic	Smart Moves Demonstration Project	1998 October 26 th

Kęvin C. Christenson, Secretary 1998 November 2nd



URBAN MUNICIPAL



BREAT MUNICIPAL

DEC 7 1998

ROVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 November 30th 9:30 o'clock a.m. Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. <u>DELEGATION:</u> (9:30 o'clock a.m.)

A by-law to stop-up, close and sell a portion of Scenic Drive

- 2. CONSENT AGENDA
- 3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC
 - (a) PUBLIC WORKS DIVISION

Additional Charges
Hot-in-Place Asphalt (H.I.P.) Recycling Program, Ref: C15-20-96

- (b) TRAFFIC DIVISION
 - (i) Rationalization of Regional Road System
 - (ii) Smart Moves Demonstration Project King Street West
 - (iii) Intersection of Highridge Avenue and Isle Street

Ken Roberts
Chief Executive Officer
Hamilton Public Library

2rd floor.



(c) Parking Services Division

- (i) York Boulevard Parkade Extension of the "Two Hour Free Parking" Program
- (ii) Department of Public Works and Traffic, Parking Services Section (formerly the Parking Authority) 1998 Current Budget
- 4. OTHER BUSINESS
- 5. <u>ADJOURNMENT</u>



Transport and Environment Committee Outstanding Items

				C4-4
No.	Items	Original Date	Action	Status
1.	Traffic Regulations – Eastbound Traffic on Bartonville Crt. be required to stop for northbound and southbound traffic on Garside Avenue South	1996 Nov. 4 th	Commissioner of Public Works and Traffic	Ald. Wilson for petition
2.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	1997 January 20 th	Commissioner of Public Works and Traffic and City Solicitor	Update the Committee of New Developments
3.	Downtown Hamilton Improvement Plan On-Street Parking Enforcement	1997 June 16 th	Commissioner of Public Works and Traffic	Report Back
4.	Encroachment Agreement - No. 46 Ferguson Avenue South Radigan Brothers Ltd.	1997 July 2 nd	Staff, Ward Aldermen and Chairman of the T&E Committee	Report Back
5.	830 Dunn Avenue	1997 Dec. 11 th	City Solicitor	Report Back
6.	Proposed Road Closure: North/South Unassumed Alley 1st west of East 16th Street between Thayer and Queensdale Avenues	1998 March 2nd	Ward Aldermen to meet with the area residents	Report Back
7.	Earthday - Reuse Days Proposal	1998 March 2 nd	Ward Alderman and staff to meet with Mr. Pomerantz	Report Back
8.	Intersection of Locke Street North and Florence Street	1998 March 2 nd	Alderman Kiss	Tabled
9.	Closure of Mead Avenue	1998 April 6 th	Ald. Wilson	Tabled – Alderman Wilson to canvass the neighbourhood residents and businesses respecting the proposed closure.
10.	Rental of Bay King Property for a Municipal Parking Lot	1998 May 4 th	Commissioner Public Works and Traffic	Tabled for further information
11.	Proposed Outdoor Boulevard Cafe - 49 King William St.	1998 Sept 21st	Commissioner of Public Works and Traffic	Report Back
12.	Closure of Mead Avenue	1998 October 5 th	Commissioner of Public Works and Traffic	Staff to report back on the possibility of the utilization of traffic calming in this area.



1.

- RECOMMENDATION -

DATE:

1998 November 18

S610-03 G. McGuire

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic Department of Public Works and Traffic

SUBJECT:

A By-law to stop-up, close and sell a portion of

Scenic Drive (R-98-54)

RECOMMENDATION:

That the appropriate By-law be prepared to the satisfaction of Corporate Counsel, to stop-up and close a portion of Scenic Drive being described as Parts 1, 2 and 3, on Plan 62R-14782;

i) retaining Parts 1 and 3, on Plan 62R-14782, and

ii) selling Part 2, on Plan 62R-14782

be enacted by Council.

D. Lobo

Commissioner

Public Works and Traffic

E.M. Gill, P. Eng. Senior Director

Ten Gin

Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The funds derived from the sale of the above mentioned City Land be credited to Account Number CH4X501-00102 (Reserve for Property Purchases/Sales).

Subject: A By-law to stop-up, close and sell a portion of Scenic Drive (R-98-54)

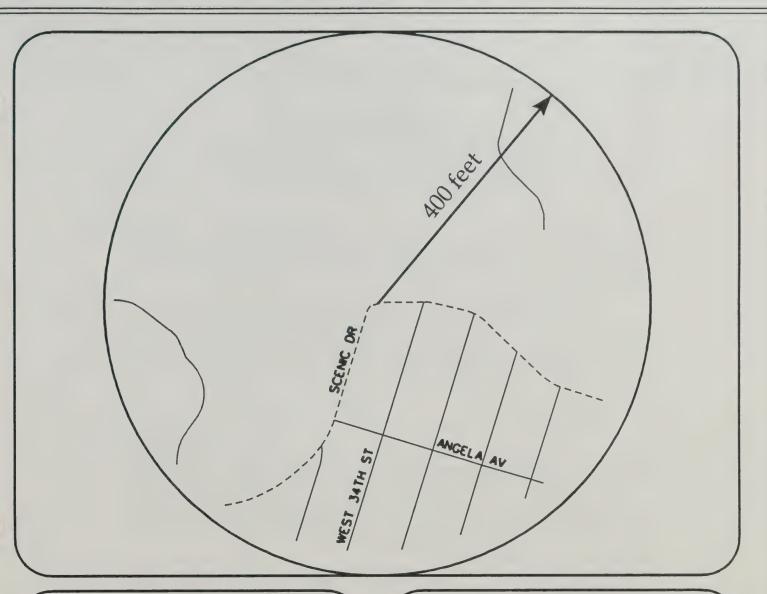
BACKGROUND:

The City Council at its meeting 1998 October 13, adopted Item 2 of the 11th Report of the Transport and Environment Committee to stop-up, close and sell a portion of Scenic Drive designated as Part 2, on Plan 62R-14782 and to stop-up, close and retain a portion of Scenic Drive designated as Parts 1 and 3, on Plan 62R-14782. City Council authorized the sale of this land to Mr. Frank Papalia.

The sale has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. It is necessary to proceed with this closure in order to complete this sale.

cb:GM Encls.

cc/H. Groen, Transportation Department cc/F. Angelici, Planning Department cc/M. Watson, Property Department



LOCATION PLAN

FOR PROPOSED PUBLIC ROAD CLOSURE

Regional Municipality of Hamilton-Wentworth Regional Transportation Department

LEGEND



AREA OF PROPOSED PUBLIC ROAD CLOSURE

North

Scale Not to Scale Date Reference File No. T103-03(000)

Month 00, 1998



Not to Scole



FORM RP-98-1

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO STOP-UP AND CLOSE A PORTION OF SCENIC DRIVE DESIGNATED AS PARTS 1, 2 & 3, ON PLAN 62R-14782, AND TO RETAIN PARTS 1 & 3, ON PLAN 62R-14782, AND TO SELL PART 2, ON PLAN 62R-14782

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 2 of the 11th Report of the Transport and Environment Committee on 1998 October 13, authorized the City to stop-up, and close, that portion of Scenic Drive, designated as Parts 1, 2 and 3, on Plan 62R-14782 and to retain Parts 1 & 3, on Plan 62R-14782 and to sell Part 2, on Plan 62R-14782.

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described land;

AND WHEREAS notice of the City's intention to pass this By-law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That a portion of Scenic Drive designated as Parts 1, 2 and 3, on Plan 62R-14782.

City of Hamilton Regional Municipality of Hamilton-Wentworth Are hereby stopped up and closed

- 2. That the portion of Scenic Drive designated as Parts 1 and 3, on Plan 62R-14782 be retained.
- 3. That the portion of Scenic Drive designated as Part 2, on Plan 62R-14782 be sold to Mr. Frank Papalia as approved by City Council on 1998 October 13, in adopting Item 2 of the 11th Report of the Transport and Environment Committee for the sum of \$13,385.00.
- 4. That this By-law shall come into force and take effect on the date of its registration and the Commissioner of Transportation/Environmental Services is hereby authorized to register this By-law.

PASSED this 8th day of December A.D. 1998

City Clerk Mayor

-RECOMMENDATION-

DATE:

1998 November 18

REPORT TO:

K. Christenson

Secretary, Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works & Traffic

SUBJECT:

Additional Charges

Hot-in-Place Asphalt (H.I.P) Recycling Program

Ref: C15-20-96

RECOMMENDATION:

That the Commissioner of Public Works and Traffic be authorized and (a) directed to issue a purchase order to H.I.P. Hot-in-Place Recycling Equipment Inc. in the amount of \$63,928.75 exclusive of GST for extra work in conjunction with the 1998 H.I.P. Program.

(b) That the additional cost be charged to the 1998 Reconstruction Program –

Hot-in-Place Asphalt Recycling – Account CF 5200 529842013.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are sufficient residual funds in the 1998 Reconstruction Program to cover the additional costs.

BACKGROUND:

Council in adopting Item 46 of the 16th Report of the Transport and Environment Committee on December 10, 1996 approved the awarding of a contract for hotin-place asphalt recycling on various City streets to H.I.P. Hot-in-Place Recycling Equipment Inc.

The contract is for three years 1997, 1998 and 1999 and involves 300,000 m² per year at \$3.38/m². The work scheduled for 1998 has been completed on October

15, 1998. The contractor submitted an invoice for \$164,116.60 on October 16, 1998 for additional charges to cover standby time for the equipment because of road base failures, obstructions on the roadway, crack seal removal, cold patch material removal, illegally parked vehicles, delays in receiving asphalt for startup and delays required to jump over intersecting streets.

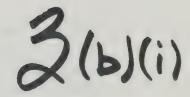
The request was reviewed by staff and an amount of \$63,928.75 was agreed upon as being recommended for payment. Staff is satisfied with the work completed in 1998. This is the second year of a three-year contract.

RPM/rb

c.c. J. Krochak, Purchasing Division Your Ref. C15-20-96.

c.c. N. Adhya, Treasury

- RECOMMENDATION -



DATE:

1998 November 17

File No. TEC-303-98 / Author: H. Solomon

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Rationalization of Regional Road System

RECOMMENDATIONS:

a) That the City of Hamilton indicate to the Regional Municipality of Hamilton-Wentworth that it endorses the basic concept of transfer of roadways from Regional jurisdiction to City of Hamilton jurisdiction as per report RDS97117a;

- b) That the Regional Municipality of Hamilton-Wentworth be requested as part of the road rationalization to retain Fennell Avenue from Garth Street to Upper Ottawa Street as a Regional road and transfer instead Concession Street from the Jolley Cut to Upper Ottawa Street, and that the appropriate changes in transfers be made to Upper Wellington Street, Upper Wentworth Street, Upper Gage Street and Upper Ottawa Street to ensure a continuous Regional road system;
- c) That the Regional Municipality of Hamilton-Wentworth be requested to identify the net capital cost and maintenance cost of roads to be transferred to the City of Hamilton which is currently being charged to the City in the form of a Regional levy;
- d) That the Region be requested to confirm as part of the roads rationalization, that outstanding works will be completed by the Region, using funding as approved by the Region.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial

The Region has assisted by supplying present budget and expenditure estimates for the roads to be transferred. Based on these figures, and subject to the details described in this report, the effect of the transfer on the City taxpayer and the City's budgets can be estimated.

The proposed transfer would result in an annual cost increase in the City's current budget for roadway maintenance of about \$3.3 million. At the same time, the Regional Municipality levy to the City of Hamilton would be reduced by \$4.25 million. This would create an annual net savings to City of Hamilton taxpayers of about \$950,000. In order to eliminate the apparent large change, it may be appropriate to review and consider restatement of the 1998 City and Regional tax rates. This will make for more appropriate comparisons in 1999 and 2000.

The figures above are for a complete year. As the proposed transfer date is 1999 March 31, changes for 1999 would be about 60% of the annual figures and the savings in 1999 would be about \$540,000. The remainder of the savings would be realized in 2000.

There are two major components to road maintenance, capital budget expenditures for major road rehabilitation, and current budget expenditures for maintenance activities such as snow removal. The City contributes to the Region based on equalized assessment, and the Region distributes these funds to the various works.

The assessment by the Region indicates that, over the long term, the City is receiving expenditures on major road upgrades in proportion to its needs, which are slightly higher than the present contribution to the Regional <u>capital</u> accounts for this purpose. This means we are receiving more than full value for our contribution toward capital works. This does not mean that the funding is sufficient to maintain the present quality of the roads, only that the sharing of the total capital funding is fair between municipalities. In fact, for future years the Region had programmed significant increases in the overall roads capital budget to keep up the quality level.

Unlike the capital budget, the City's contribution to the Region for <u>current</u> maintenance is much higher than the actual cost of maintenance for Regional roads within Hamilton The Region's current budget for the roads within the City of Hamilton that are to be transferred to City jurisdiction is \$3.310 million. However, based on the 1998 CVA equalized assessment percentages, the City is actually contributing \$4.269 million towards the upkeep of those roads. This is due to the much higher length of road per capita in the more rural area municipalities. The Region's estimate of the effect of the transfer is a saving of over \$950,000 in the City's annual maintenance costs. It should be noted that these savings are affected by the total package of roads transferred, not just those in Hamilton. Regional Council will have to approve the final transfer package. If Regional Council alters the package of roads to be transferred, the savings could be much less.

Legal

Based on recent revisions to the Municipal Act, the Region claims unilateral authority to transfer roads. While we trust the Region will give consideration to the City's comments, the Region has the final say in the matter.

All of the traffic and other by-laws associated with transferred roads will have to be deleted from the Regional by-laws and added to the City of Hamilton by-laws. The intent would be to maintain the existing regulations as shown on the street and merely transfer the legislation.

Staffing

As the City is currently the contractor for all Regional road maintenance inside the City of Hamilton boundaries, there will be no immediate effect on Public Works and Traffic Streets Division staff.

Outside the City of Hamilton, the Traffic Division of the Department of Public Works and Traffic is the Region's traffic services contractor in all areas of the Region with the exception of Stoney Creek. The transfer of approximately 40 percent of Regional roads outside Hamilton back to the respective area municipalities will reduce the demand for Traffic Division services. In some cases, the area municipality has indicated that they will contract directly with the Traffic Division for the provision of the same services. A loss of work may result in staff reductions.

BACKGROUND:

Initiation of the Rationalization

At the 1998 November 2 meeting of the Transport and Environment Committee, Regional report RDS97117a was forwarded to the City of Hamilton for consideration. This report proposed a transfer of approximately 104 kilometres (338 lane-kilometres) of Regional roads within the City of Hamilton to City of Hamilton jurisdiction. The report explained the rationale and financial detail for this recommendation. The Regional request was referred to staff for review and comment. This report is the response to the Committee's request.

The impetus for the transfer of roadways from the Region to the City is the rationalization of the Regional road network as recommended in the Regional Transportation Review. The Region has developed specific criteria for Regional roads which, in general terms, imply that they are to be major roads connecting population nodes or connecting population centers in Hamilton-Wentworth to the provincial highway system. Roads which do not conform to this description are to be transferred back to the local municipality.

Benefits to the City of the Transfer

There would appear to be three major benefits associated with the transfer. First, subject to the final details, it would appear that there are be substantial savings in costs for roadway maintenance if more roads are under City jurisdiction. Second, City Council will have direct control over the maintenance level of service provided on a larger proportion of the major roadways in Hamilton. Third, some of the confusion that the general public encounters when trying to determine responsibility for various functions on the Regional road system is eliminated. For instance, on a Regional road, the pavement is under Regional responsibility but the sidewalks and street lighting are City responsibilities.

Suggested Revisions to the Proposed Network

The roadways to be transferred to the City (and the two roads to be transferred from the City to the Region) are listed in Appendix A and shown on the map attached to this report. In general, staff agree with the proposed transfer. However, one change is recommended.

There is a need for an east-west Regional road north of the LINC to connect LINC interchange streets with escarpment crossing streets. The candidates are Concession, Fennell or Mohawk. The proposal from the Region shows Concession to be retained as a Regional road and Fennell and Mohawk transferred to the City.

Staff would suggest that Fennell Avenue is a better compromise in terms of the character of the roadway, how far it extends east and west and where the road is relative to the LINC. Fennell Avenue should be retained as a Regional road and Concession Street should be downrated to the category of a local street. This makes the connections between interchanges on the LINC and escarpment crossings slightly more circuitous, but does not add any additional roadway mileage, and as such, we would suggest this change be recommended to the Region.

Analysis of Effects of the Proposed Change

The Region proposes to transfer the roadways as of 1999 March 31. The current budget maintenance obligations will be transferred on that date, so the City will begin to realize savings in 1999. The budget savings in 1999 will be less than 66%, as much of the maintenance expenditure is for snow control, before April 1.

The Region proposes funding the capital budget for the transferred roadways for the years 1999 and 2000, as if the roadways were still Regional. The area municipalities will control their expenditures starting in 1999. The delay in transferring the source of funding will give municipalities time to adjust their capital budgets in preparation for 2001. Hamilton actually contributes about \$ 180,000 less to the Regional levy than the \$ 4.165 million grant to be received from the Region in 1999 and 2000. Thus, after the year 2000, our net gain from the transfer will be in the range of \$770,000. The Region will modify the funding for 1999 based on the actual amount of development charges received, and for the year 2000 based on development charges and a revised assessment of road needs. A complete review of the reconstruction needs of the entire Regional road system is scheduled for this spring. The effects of the development charges and road needs adjustments are not known yet, but these changes are not predicted to greatly change the final savings.

The changes in finances will require adjustments to the City's current and capital budgets for 1999. Approximately \$4.165 million will have to be added to the capital program, and \$ 3.310 million to the current budget for road maintenance, to maintain the current level of service.

HLS/klk Attach.

Roads to be Transferred

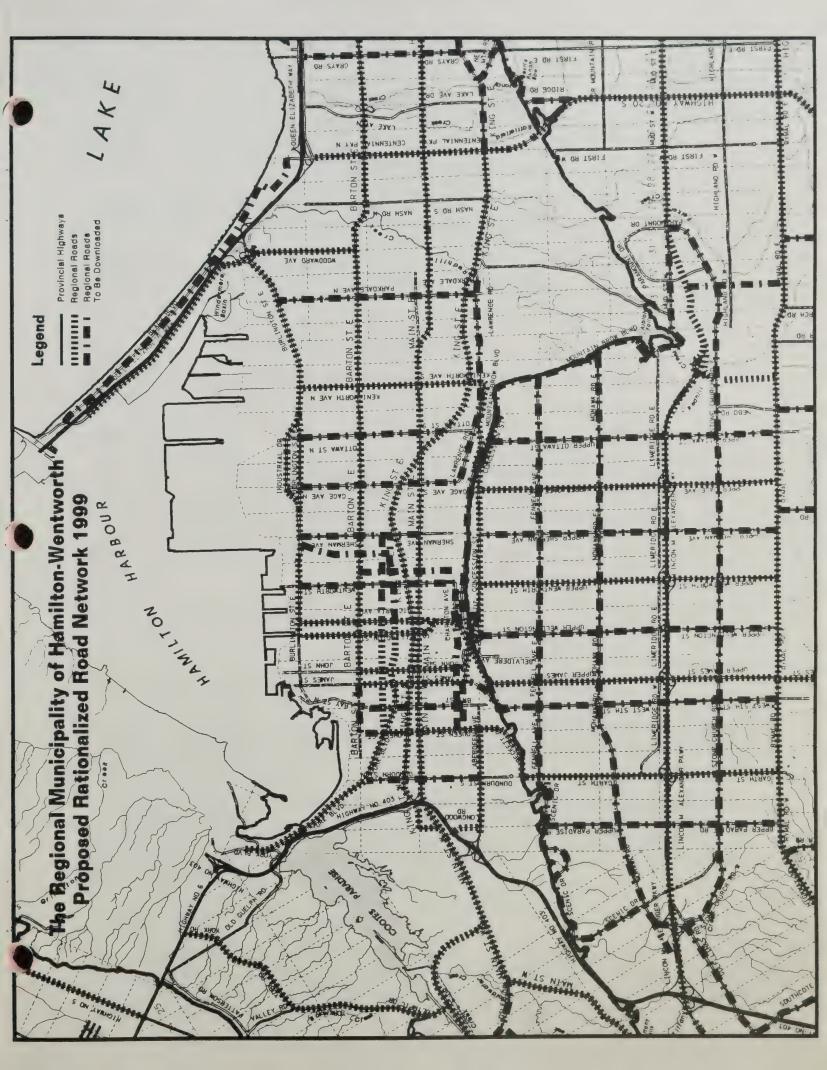
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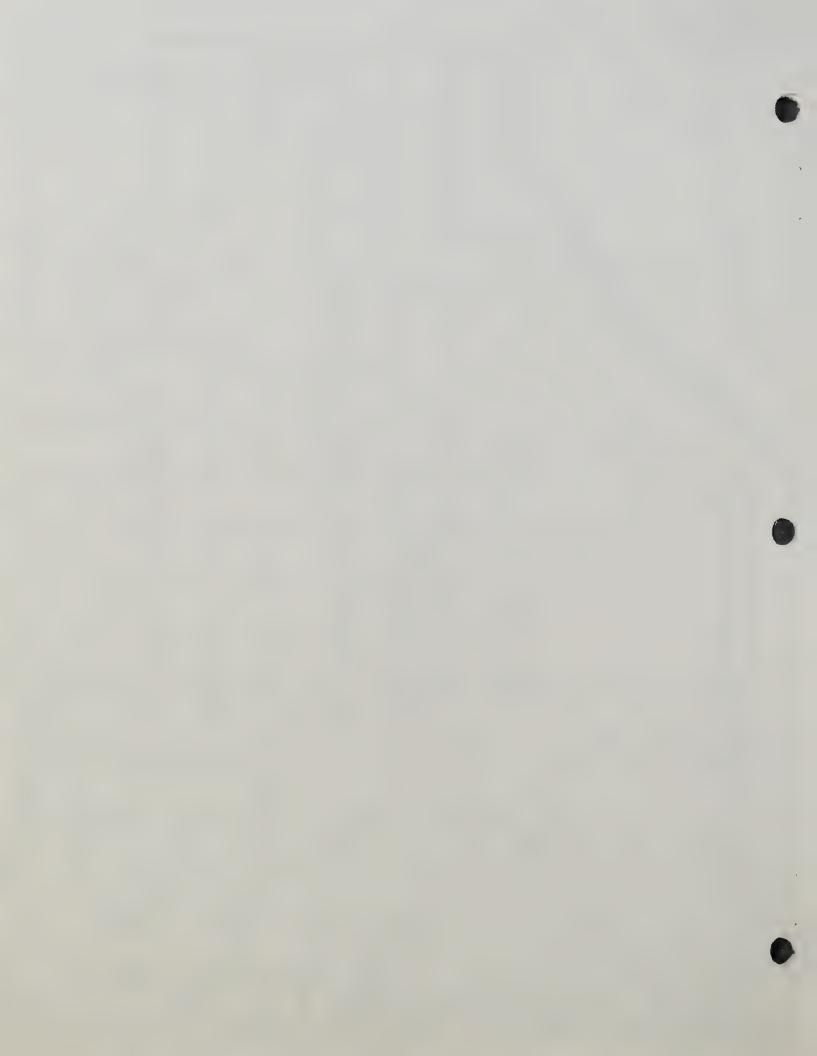
Rd Nu	m Street	From	То	Length	Lane-Km	Rd Needs "
Hamil	ton					
124	BARTON ST W	QUEEN STREET	: JAMES STREET	~ '. 3.600	0 13.6	00 \$316
82	BAY STREET	BARTON STREET	HERKIMER STREET	1.700	6.3	00 \$458
114	BEACH BOULEVARD	.1KM E. HAM, LIMITS	WOODWARD AVENUE	4.100	0 12.3	00 \$828
75	BIRCH AVENUE	BURLINGTON STREET	WILSON STREET	1.500	5.0	00 \$954
28	CANNON STREET	VICTORIA AVENUE	SHERMAN AVENUE	1.500	6.0	00 so
197	CHARLTON AVENUE	QUEEN STREET	WENTWORTH STREET	2.400	0 6.4	00 \$1024
104	CONFEDERATION DRIVE	NASH ROAD	CENTENNIAL PARKWAY	0.600	1.2	00 \$163
165	CROCKETT STREET	SHERMAN CUT	UPPER SHERMAN AVENUE	0.100	0.2	00 \$49
199	DELAWARE AVENUE	WENTWORTH STREET	SANFORD AVENUE	0.200	0.6	
20	DENLOW AVENUE	SCENIC DRIVE	GARTH STREET	0.200		
196	DUNDURN STREET	YORK BOULEVARD	ABERDEEN AVENUE	2.000		
117	FENNELL AVENUE	GARTH STREET	MOUNTAIN BROW BOULEV	6.700		
173	GAGE AVENUE	INDUSTRIAL DRIVE	2KM SOUTH OF CUMBER	2.900		00 \$1640
45	GRAYS ROAD	SOUTH SERVICE ROAD	SOUTH CITY LIMITS	1.400		Ť
95	HERKIMER STREET	QUEEN STREET	JAMES STREET	0.800		
58	JAMES MOUNTAIN ROAD	INGLEWOOD DRIVE	GATEVIEW DRIVE	0.700		
158	JAMES STREET S	ST. JOSEPHS DRIVE	INGLEWOOD DRIVE	0.700		
98	LAWRENCE ROAD		KING STREET	3.600		
26		.2KM SOUTH OF CUMBER	SOUTH CITY LIMITS	0.600		
15	MILES ROAD	RYMAL ROAD				
15	MOHAWK RD	CITY OF HAMILTON LIM	GARTH STREET	2.400		
15	MOHAWK ROAD	GARTH STREET	UPPER OTTAWA	5.700		
	MOHAWK ROAD East	UPPER OTTAWA	MOUNTAIN BROW BOULEV	1.300		
23	MOUNTAIN BROW BLVD	KENILWORTH ACC.@BROW	ARBOUR ROAD	4.500		
123	MUD STREET WEST	ARBOUR ROAD	CITY LIMITS	1.000		
104	NASH ROAD	VAN WAGNERS BEACH RO	CONFEDERATION DRIVE	0.200		•] .
33	NEBO ROAD	RYMAL ROAD	SOUTH CITY LIMITS	0.600		
80	OSLER DRIVE	CITY OF HAMILTON LIMITS	MAIN STREET INTERSECTION			
72	OTTAWA STREET	INDUSTRIAL DRIVE	KING STREET	2.600		
70	PARKDALE AVENUE	BURLINGTON STREET	KING STREET	3.200		00 \$2471
57	QUEEN ST	BARTON STREET	YORK STREET	0.400		
76	SANFORD AVE	BARTON STREET	KING STREET	0.800		
176	SANFORD AVENUE	KING STREET	DELAWARE AVENUE	0.400		
10	SCENIC DRIVE	CITY WEST LIMITS	GARTH STREET	3.300		00 \$1313
92	SHERMAN ACCESS	CHARLTON AVENUE	KENILWORTH ACCESS	3.230		50 \$1176
92	SHERMAN ACCESS WB	KENILWORTH AVENUE	SHERMAN ACCESS	0.100		
74	SHERMAN AVENUE	BURLINGTON STREET	MAIN STREET	2.000		
65	SHERMAN CUT	SHERMAN ACCESS	CROCKETT STREET	0.400	0.8	00 \$0
16	STONE CHURCH RD	- DARTINALL ROAD	HAMILTON CITY LIMITS	1.300	2.6	00 \$1626
116	STONE CHURCH ROAD	ANCASTER TOWN LIMITS	DARTNALL ROAD	8.083	3 21.2	32 \$9743
164	UPP SHERMAN AVE	CONCESSION STREET	CROCKETT STREET	0.200	0.8	00 \$160
164	UPP SHERMAN AVENUE	CROCKETT STREET	MOHAWK ROAD	1.800	7.5	00 \$1446
169	UPP WELLINGTON ST	CONCESSION ST	MOHAWK ROAD	2.500	0 10.3	00 \$1596
162	UPPER OTTAWA ST	MOUNTAIN BROW BOULEV -	:-MOHAWK ROAD	1.800	7.2	00 \$0
162	UPPER OTTAWA STREET	MOHAWK ROAD	RYMAL ROAD	3.10	0 13.2	00 \$609
156	UPPER PARADISE ROAD	SCENIC DRIVE	RYMAL ROAD	4.10		
164	UPPER SHERMAN AVENUE	MOHAWK ROAD	RYMAL	2,75		00 \$1467
169	UPPER WELLINGTON ST	MOHAWK ROAD	RYMAL ROAD	2.85	0 7.1	00 \$3130
104	VAN WAGNERS BEACH RD	BEACH BLVD	NASH RD	1.50	0 3.0	00 \$0
177	WENTWORTH ST	BURLINGTON STREET	KING STREET	1.80	0 6.4	00 \$208
177	WENTWORTH STREET	KING STREET	CHARLTON AVENUE	0.80	0 2.5	500 \$79
	· · · · · · · · · · · · · · · · · · ·		MERGE OF WEST FIFTH	0.70	0 1.4	00 \$0

Rd N	um Street	From	То	Length L	ane-Km Rd	Needs (\$k)
*58	WEST 5TH STR	GATEVIEW DRIVE	MOHAWK ROAD	1.500	6.500	\$409
*58	WEST 5TH STREET	MOHAWK ROAD	RYMAL ROAD	3.100	8.400	\$2651
*27	WILSON STREET	VICTORIA AVENUE	SHERMAN AVENUE	1.500	6.000	\$416
			Total by Municipality:	106.713	349.542	\$4882

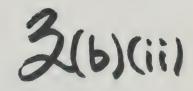
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Ro 06/26	ads to be	Assumed	from Are	a Municipalities	Opt 4	•	rd_need
Rd No	am Street		From	То	Length	Lane-Km R	td Needs (\$k)
Hami	lton						
120	Centennial Pkw	, y	QEW	60M N OF QUEE	NSTON RD 1.80	9.00	00 \$0
157	GARTH STREE	त ।	STONECHURCH	ROAD RYMAL ROAD	1.00	0 2.00	00 \$0
				Total by Mu	unicipality: 2.80	0 11.000	\$0 ,
		. ~ -		Grand Grand	and Total: 2.80	0 11.00	o s o





- RECOMMENDATION -



Ted Gur for LOT

DATE:

1998 November 19

File No. TEC-294-98 / Author: H. L. Solomon

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Commissioner of Public Works and Traffic

L. D. Turvey

Commissioner of Transportation

SUBJECT:

Smart Moves Demonstration Project – King Street West

RECOMMENDATION:

That the City of Hamilton indicate to the Regional Municipality of Hamilton-Wentworth its support for a demonstration project showing the advantages and effects of narrowing King Street West, James Street to Bay Street, from five lanes to three, to be achieved using on-street parking and loading, to be undertaken as soon as practicable and to be funded from the Region's Smart Moves account.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The overall installation cost of the signing, parking meter and pavement marking changes is estimated at \$ 12,500. It is recommended that these costs be born by the Region's Smart Moves budget.

The proposed plan includes the addition of approximately forty metered parking spaces on King Street between James Street and Bay Street. Revenues from these meters (not including the month of December) would accrue to the City, and in an overall sense, would offset the cost of the demonstration. Depending on the length of the demonstration, the project may be revenue positive.

BACKGROUND:

The Transportation Services Committee of the Region recently discussed demonstration projects to show the benefits and effects of the concepts contained in the Regional Transportation Review and the Smart Moves Project, which is the downtown component of the Transportation Review.

Transportation Services Committee referred the demonstration projects to the City for input. City Council first dealt with the issue at the meeting of 1998 October 13. At that time City Council made a number of recommendations to the Region in regard to the demonstration projects. Council tabled the demonstration project for King Street West from James Street to Bay Street. This was to obtain a revised concept showing lane reductions implemented primarily through on-street parking. A revised plan and costing information was provided to City Council for the meeting of 1998 October 27. At that meeting, additional questions were posed by members of Council and the item was referred back to the Transport and Environment Committee for discussion of the particular detailed questions.

This report responds directly to the four items of concern raised at the meeting of 1998 October 27.

A. Overall Ability of King Street to Handle Traffic Demand

Concerns were expressed about King Street's ability to carry the traffic demand with only three lanes, as versus the present five. In fact, reducing King Street from James Street to Bay Street to three lanes would create conditions similar to portions of King Street east and west of the demonstration section. For instance, King Street from Wellington Street to Mary Street has only two traveled lanes on a full-time basis, as the north and south curb lanes are dedicated for parking. From Mary Street to Hughson Street, King Street has three moving lanes and a fourth protected by bump-outs. West of Bay Street, King Street is four lanes during the afternoon rush hour, but is three lanes at all other times. The lanes available to moving traffic are shown on the attached graphic.

Thus, a three lane King Street is effectively reducing the capacity of the demonstration section to match other sections of the roadway in the area. The higher density of traffic in the three lanes will result in slower moving traffic. This is regularly demonstrated on the portion between Wellington Street and Mary Street on weekday afternoons during which moderate congestion results in lower travel speeds.

The key location for traffic flow in the demonstration project will be the intersection of King and Bay. The formal calculation of the levels of service for the afternoon peak hour predicted them to be well within acceptable. The King and Bay level of service is predicted to be very similar to those at King and James or King and Walnut at present.

The recent lane closure on King between Hess and Queen due to the work on All Saints Church showed that lane reductions are feasible. Traffic volumes west of Bay are higher than in the demonstration project area. Two moving lanes during the p.m. peak caused significant back-ups, but with three lanes available traffic operated well, with little or no congestion.

B. Interference of stopped buses with travelled traffic

Concern was expressed that buses stopping west of James Street would interfere with one of the three lanes of travelled traffic. The design calls for transit stops to be in a

separate lane so that the three moving lanes are not interfered with. Tour buses serving a Copps Coliseum event would usually be present at off-peak times and they would be able to use most of the commercial loading and other curb space.

C. Concern for traffic exiting the Hamilton Place parking garage during major downtown events

The proposed scenario is identical to the situation as presently occurs during a major downtown event. For an evening event, parking is allowed on King Street, west of Bay Street. Therefore, there are only three lanes of traffic travelling through the King Street and Bay Street intersection. While exiting Summers Lane onto King Street can be slow immediately after a Copps event finishes, conditions under the demonstration project would be the same as those at present.

D. Concern about the Double Turn from Summers Lane to King Street

Concern was expressed about turning left from Summers Lane onto King Street if parked cars are immediately to the west of Summers Lane. While it is possible to remove the few parking metered spaces in question, this is not necessary. The two lanes would turn into three lanes, so there would be plenty of room.

The situation proposed is the same as northbound Victoria Avenue turning onto King Street. During most of the day, parked cars are allowed at meters immediately west of Victoria Avenue on King Street, and double turns are allowed. This movement operates satisfactorily. The pedestrian traffic signal at Summers Lane and King Street provides regular gaps in traffic for drivers to exit Summers Lane. Thus, the double turn should operate satisfactorily.

E. Relation to Future Construction on King Street

Narrowing King Street to three lanes offers the possibility of wider sidewalks, which provide better walking conditions, and other amenities such as landscaping and streetscaping. As well as demonstrating the concepts in the Smart Moves Project, it is imperative that the King Street concept be tested, in order that a permanent design for possible 1999 reconstruction may receive the necessary public support and approvals in sufficient time.

F. Implementation

The project implementation requires pavement marking changes. Time is limited to implement the changes in 1998. Depending on the approvals process and weather conditions, there is a possibility the project might not be implemented until spring. However, If approved in the next Council cycle, staff will make every effort to implement the project on time so that the effects can be determined.

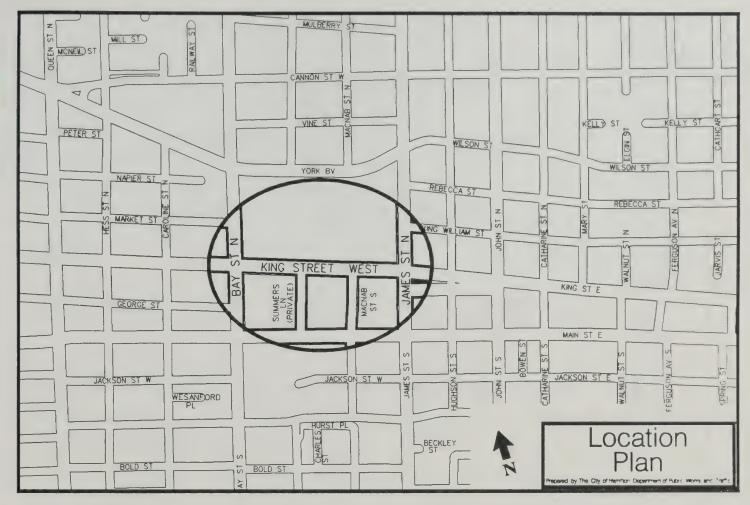
G. Conclusion

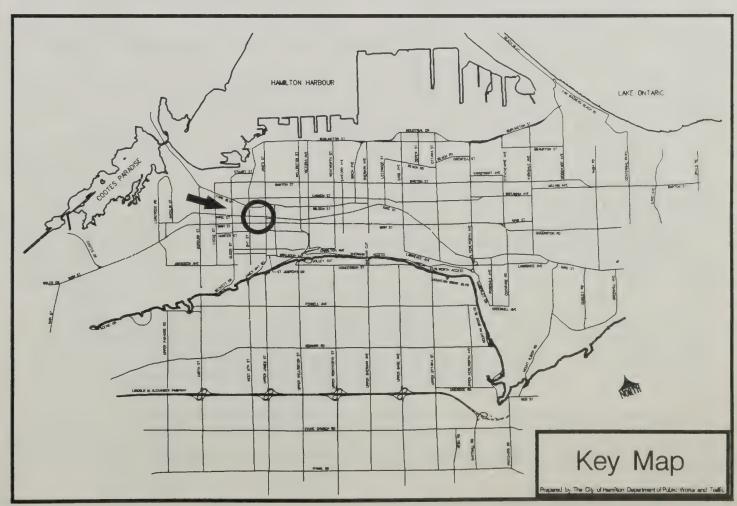
It is recommended that the City support the Smart Moves Demonstration Project, to be implemented using primarily on-street parking and loading to effect a street with three moving lanes.

While the design is expected to work satisfactorily, should any of the issues mentioned above become a source of problem, the relatively temporary nature of the project would allow rapid modification to resolve any difficulties.

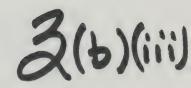
Therefore, it is recommended that the City forward to the Region an indication of its support for the project, based on the understanding that the project would be done at minimal costs using primarily on-street parking and loading, and requesting that the project be undertaken as soon as possible in order that the effects can be factored into the sidewalk and streetscaping redesign.







- RECOMMENDATION -



DATE:

1998 November 18

File No. TEC-309-98 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Highridge Avenue and Isle Street

- Intersection Control

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Highridge Avenue and Isle Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of \$10,000 annually.

BACKGROUND:

Alderman Chad Collins recently polled 40 area residents in the vicinity of the intersection of Highridge Avenue and Isle Street to determine if they would support the implementation of all-way stop control at this intersection. The results of this poll indicate that 13 residents are in favour, 1 is opposed and 26 residents did not respond to the poll, nonetheless Alderman Collins has asked that this item be placed on the agenda.

The subject intersection is a "T" type intersection, and presently, southbound traffic on Isle is required to stop for eastbound and westbound traffic on Highridge. Records indicate that there has been only three reported collisions at this intersection in the past eleven years. This is a very good collision record for this type of intersection.

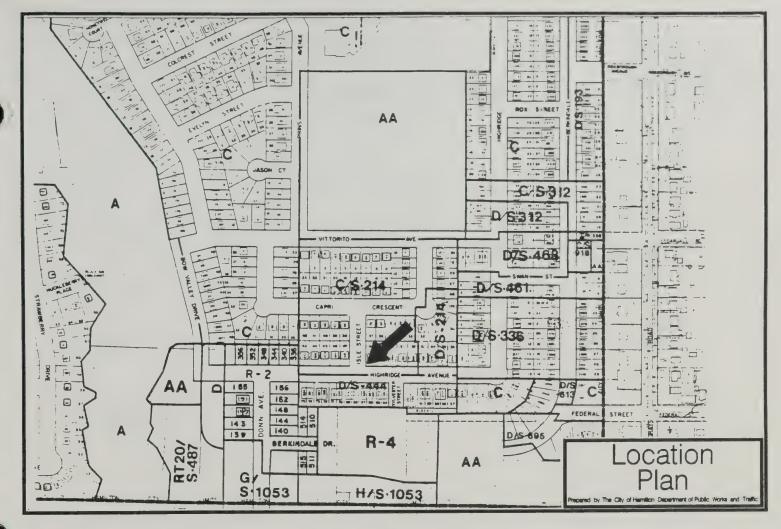
There is an existing all-way stop one block west (approximately 250 feet) of the subject intersection at Donn Avenue, and staff would consider an additional all-way stop in this close proximity to the existing all-way stop to be over-restrictive and unnecessary.

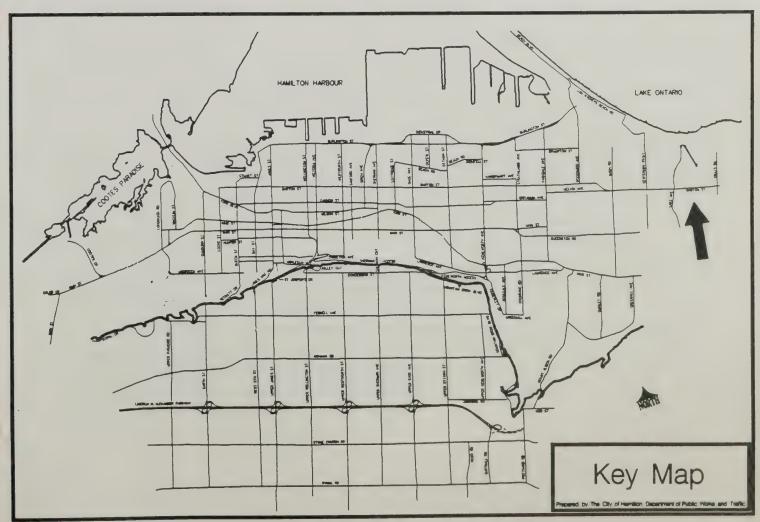
Staff utilizes certain criteria to determine when all-direction stop control is required at an intersection due to the large number of requests for this type of device. The criteria are related to the classification of the intersecting streets, the past collision record, the proximity to the front doors of a school, and to permanent visibility obstructions which make it necessary for all vehicles to stop. Staff has concluded that none of the criteria are met at this location at this time.

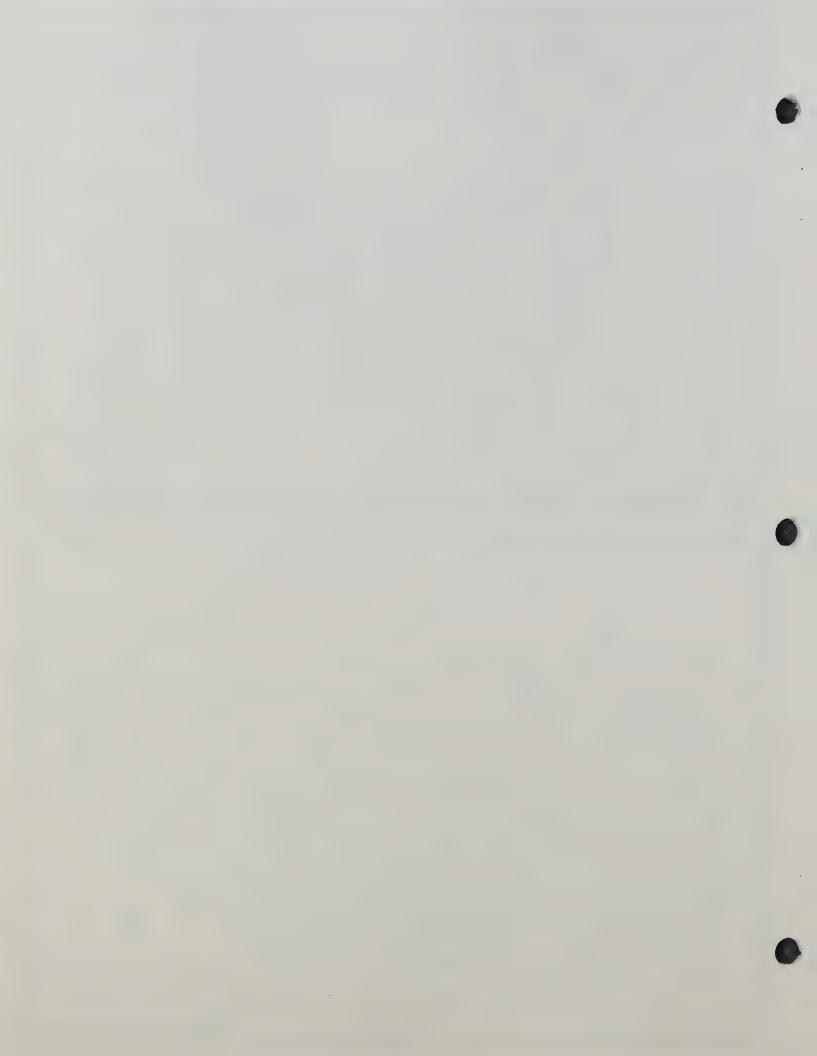
Staff has assessed this request and has its usual concerns regarding the use of unwarranted all-way stop control, including the fact there is no collision problem at this intersection; stop signs have no effect on the speed or volume of traffic on a particular street; stop signs have extremely harmful environmental affects, and unnecessary stop signs create disrespect for the device on the part of the motorists to the extent that the compliance with stop signs is deteriorating every year.

For the above-noted reasons, the Traffic Division does not support the request for three-way stop control at the intersection of Highridge and Isle.









- RECOMMENDATION -



DATE:

1998 November 18

File No. TEC-201A-98 / Author: M. Hazell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Commissioner of Public Works and Traffic

SUBJECT:

York Boulevard Parkade - Extension of the "Two Hour Free

Parking" Program

RECOMMENDATION:

(a) That the "Two Hour Free Parking" program in the York Boulevard Parkade be continued; and

(b) That staff monitor and report back annually on the effects that this program is having on the usage of the York Boulevard Parkade.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amount of \$343,350 was approved during the 1998 budget process and is presently in the 1998 treasury financial accounts. Funding for the program in 1999 will be addressed during the 1999 current budget deliberations. Financing this program at 1998 levels will not impact the 1999 tax rate.

BACKGROUND:

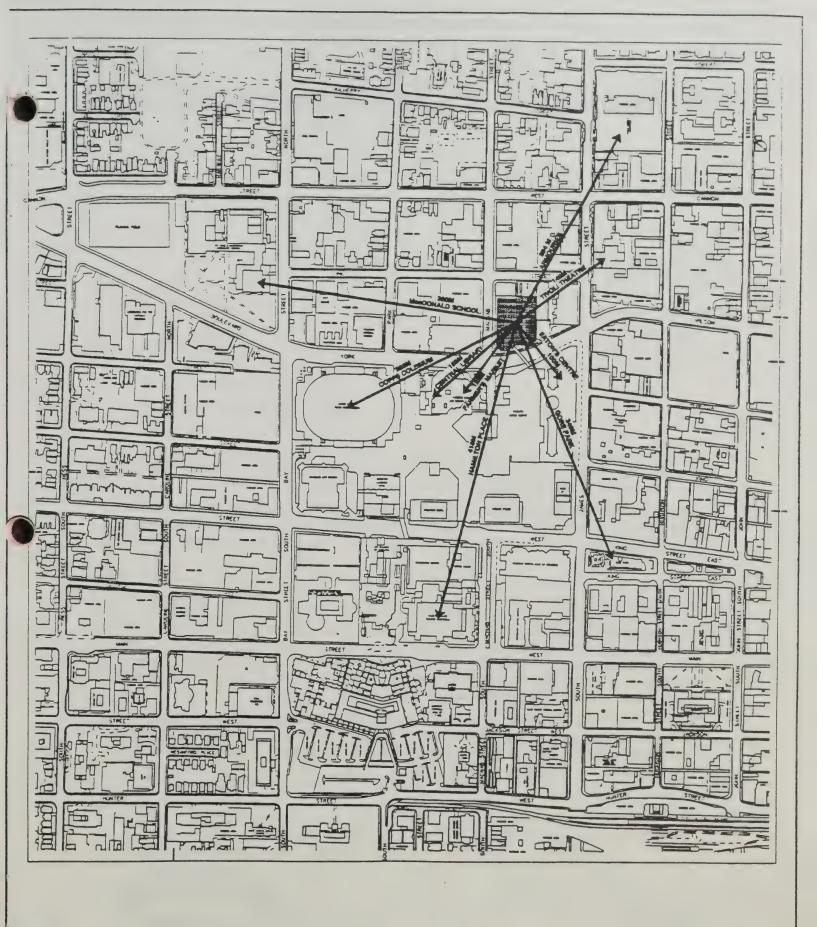
The City Council, on 1998 July 09, approved an extension of the "Two Hour Free Parking" program in the York Boulevard Parkade until the end of 1998.

The "Two Hours Free" program has been, and continues to be, extremely successful in attracting motorists into the parkade. The previous report indicates that the usage increased by almost 100 percent (79,924 parkers in the 10 months before and 157,388 parkers in the 10 months after) after the program began. The usage in the lot is in the order of 20 percent higher in the last 5 months.

Attached are letters from the Chief Librarian of the Hamilton Public Library, the Hamilton Farmers Market Stallholders, management of the Eaton's store and of the Hamilton Eaton Centre in support of this program and which document the positive effects on their businesses.

In view of the fact that this program is having a documented positive effect on the downtown core, it is staff's opinion that it would not be appropriate to discontinue the "Two Hour Free Parking" program at this time.

MBH/kag Attachs.



PREPARED BY THE CITY OF HAMILTON DEPARTMENT OF PUBLIC WORKS AND TRAFFIC



REPORT: TEC-201-98

DRAWN BY: RDG

DATE: 1998:07:07

NOT TO SCALE

Hamilton Public Library

55 York Boulevard P.O. Box 2700, LCD 1 Hamilton, ON L8N 4E4 Tel: (905) 546-3200 Fax: (905) 546-3202 www.hpl.hamilton.on.ca

October 22, 1998

Mr. Guy Corsini
Parking Services Coordinator
Parking Authority
Summer's Lane
80 Main Street West
Hamilton, Ontario L8P 1H6

Dear Mr. Corsini,

I am writing to express support for the continuation of free 2-hour parking in the York Blvd. Parkade. I should also state that Hamilton Public Library staff tell me that metered parking along York Blvd. is greatly appreciated by library users.

Several years ago the Hamilton Public Library asked members of the public what we could do to make them more likely to use the Central Library. Free parking was the most common response. Since the introduction of free parking we have heard, many times, how much people appreciate this service.

Earlier this month, the Hamilton Public Library introduced a limited non-resident free use policy in cooperation with Wentworth Libraries. We did this in order to bring people back to the downtown core. Our figures show that we had lost 80,000 visits a year as a result of the non-resident fees. The Library Board did not feel that the income earned was worth the loss of traffic to the downtown area. A strong downtown is essential to our continued success. The new non-resident policy is geared to attract the type of user most likely to want services from the Central Library. We launched an advertising campaign this Fall, aimed at quickly getting people back downtown. The availability of free parking was stressed in our radio ads.

The Hamilton Public Library's Central Library has enjoyed an increase in circulation this past year. This increase has come at a time when the downtown core is under stress and when many other urban central library buildings are experiencing a decrease is use. Part of our recent success is due to the availability of free parking.

Sincerely

Ken Roberts

Chief Librarian

RECEIVED OCT 2 6 1998

CITY OF HAMILTON PARKING SERVICES

HAMILTON FARMERS' MARKET STALLHOLDERS ASSOCIATION

October 30, 1998

RECEIVED NOV 1 1 1998

TO: Martin Hazell
Manager of Community Traffic &
Parking Service
Hamilton Parking Authority

CITY OF HAMILTON PARKING SERVICES

Dear Mr. Hazell,

I am writing to inform you that at a meeting of the Hamilton Farmers' Market Stallholders Committee on October 26, 1998, a motion was passed to petition the City of Hamilton, through you, to continue the Free parking program at the Eaton's Parkade on York Boulevard.

The consensus from our stallholders is that even though this incentive alone did not solve their main problem of not enough shoppers, it has slowed down the rate of diminishing numbers which they had been experiencing especially in the last two years prior to the introduction of free parking at the parkade.

Yours truly,

Carmen Misale Secretary November 18, 1998

Mr. Martin Hazell Manager of Community Traffic & Parking Services

Dear Marty:

I understand the city is looking at the impact that the 2 hour free parking has on the downtown businesses.

I am able to report that our sales performance has grown by 10% this year and we can attribute the 2 hours of free parking as a major contributor to our growth performance.

We continue to receive daily comments from our customer base, that they have returned to the downtown core because of the present free parking.

I certainly want the program renewed for the 1999 year, as we need it to remain a competitive factor.

Yours truly,

Doug Eatock Store Manager

Hamilton Eaton Centre



November 18, 1998

City of Hamilton
Department of Public Works & Traffic
City Hall, 71 Main Street West
Hamilton, Ontario
L8N 3T4

Attention: Mr. Martin Hazell

Manager of Community Traffic & Parking

Re: York Boulevard Parkade Two Hour Free Parking Program

Dear Mr.Hazell:

The City of Hamilton's two hour free parking program at the York Boulevard Parkade continues to have an extremely positive impact on the Hamilton Eaton Centre.

Sales have increased approximately 10% from a year ago and the free parking has been a significant factor in this increase. Feedback from our customers has also been nothing but positive and has encouraged many shoppers to come back to the core again.

The availability of free parking is significant in our efforts to attract new retailers such as Forzani's, and as well in our existing retailers' decision to renew their commitment to the downtown. The Gap will be expanding their store to include a Gap Kids in the spring of 1999 and HMV and Tip Top have recently updated their stores.

Free parking is a very important issue to the Hamilton Eaton Centre and we would encourage the City of Hamilton to continue this initiative on a permanent basis.

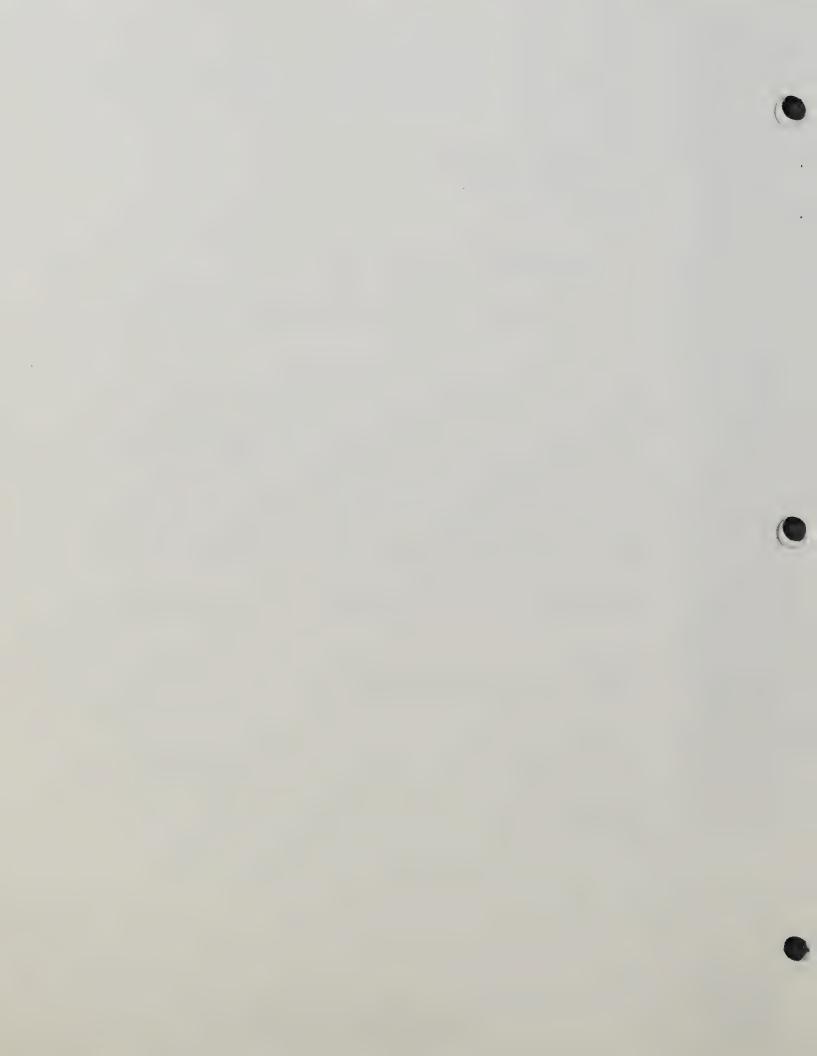
Yours truly,

PIONEER ASSET MANAGEMENT GROUP INC. as managing agents for H.E.C. Leaseholds Limited

Robert P. Ferguson

Hamilton Eaton Centre

General Manager



3(c)(ii)

CITY OF HAMILTON - RECOMMENDATION -

DATE:

1998 November 3

File No. TEC-258-98 / Author: R. Holland

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Department of Public Works and Traffic, Parking

Services Section (formerly the Parking Authority) -

1998 Current Budget

RECOMMENDATION:

(a) That the Department of Public Works and Traffic, Parking Services Section 1998 current budget, (Schedule "A" attached), reflecting a deficit of \$734,420 be approved to be transferred to the Reserve for Off-street Parking; and

(b) That the Commissioner of Public Works and Traffic be directed to develop and recommend a business plan to retire the debt and capital loan balance.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City Council, effective 1998 April 01, eliminated the Hamilton Parking Authority and assumed the responsibility for administering on and off-street parking operations. The 1998 budget presented has no impact on the 1998 Tax Rate and the future year's budgets will be addressed in the business plan.

The 1998 current budget presented includes \$745,720 relative to the York Boulevard Parkade - debenture principal and interest due and payable in 1998. If this expenditure is removed the negative balance of the Reserve for Off-street Parking is shown to be reduced by \$11,300.

As the debt for the York Boulevard Parkade matured on 1998 March 01, no provision will be required for same in future years. This expenditure reduction will assist towards the repayment of the outstanding balance.

BACKGROUND:

City Council, at its meeting held on 1998 March 10, resolved to eliminate the Hamilton Parking Authority Board and delegate such operational and administrative responsibilities as are associated with the management of municipal parking facilities to the Department of Public Works and Traffic.

By virtue of this change, the Department of Public Works and Traffic inherited the former Parking Authority's cumulative debt and capital loan balance, presently \$3.786 million plus interest.

RH/kag Attach

c.c. Allan C. Ross, Treasurer

c.c. Susan Reeder, Secretary
Finance and Administration Committee

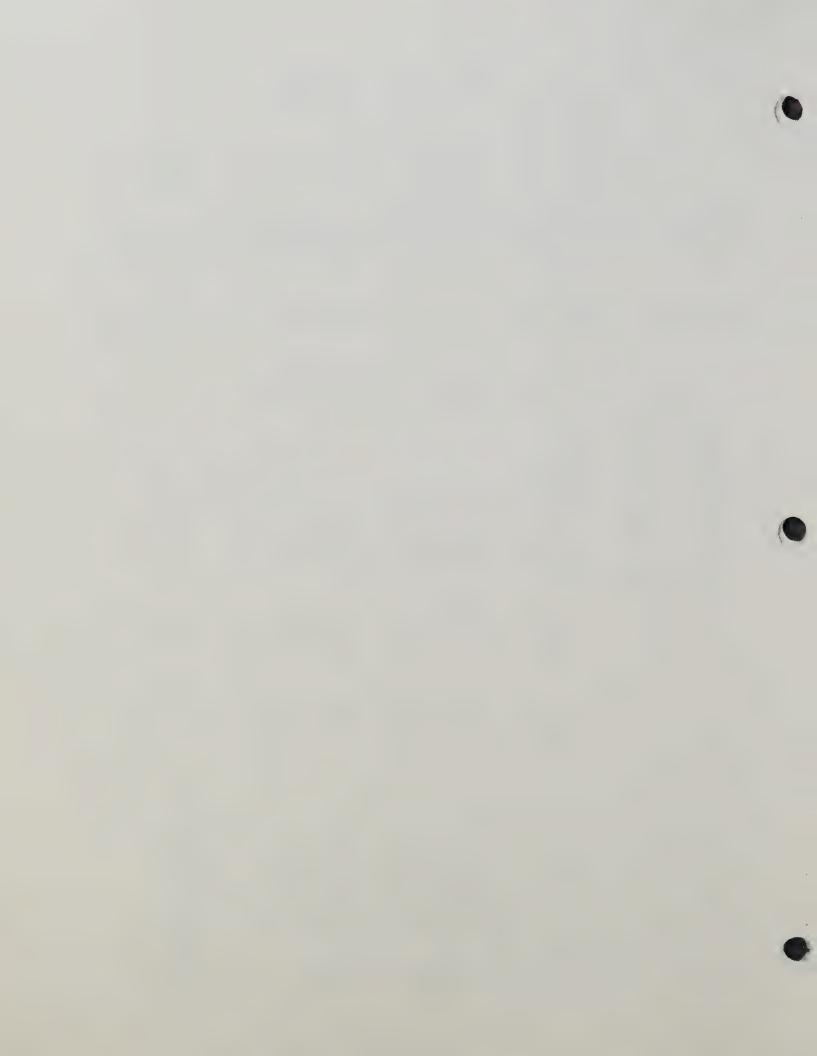
City of Hamilton

Schedule "A"

Public Works and Traffic Department

1998 Parking Services Budget

· ·	Description	1997	1997	1998 Maintenance	Mgnt Team Recommended Reducion	1998 Original	Council/ Committee Adjustment	1998 Resultant	Increase/(Decrease) Over 1997 Estimate Amount Percer	rease) stimate Percent
	7	Actual 3	Estimate 4	Budget 5	Packages 6	Estimate 7		Appropriation 9	10	‡
Total Revenues	senu									
	Administration Permanent Facilities	181,490 2,201,100	2,041,480	180,000 2,103,070		180,000 2,103,070 29 950		180,000 2,103,070 29,950	8,000 61,590 (10,140)	3.0%
92xxx 93xxx 95xxx	Urban Kenewal Lot Convention Centre On-Street Parking	1,071,750 907,010	1,108,000	1,087,800		1,087,800		1,087,800	(20,200)	-1.8%
Total Expenditures	Total Revenue	4,390,250	4,306,570	4,310,820	01	4,310,820	01	4,310,820	4,250	-23.2%
	Administration	1,943,960	2,112,570	1,914,280		1,914,280		1,914,280	(198,290)	-9.4%
91xxx 92xxx	Permanent Facilities Urban Renewal Lot	17,240	18,240	18,910		18,910		18,910	670	3.7%
	Convention Centre	1,121,000	1,156,180	1,170,530		1,170,530		1,170,530	14,350	1.2%
95xxx	On-Street Parking Total Expenditures	5,039,480	5,277,840	5,064,370	01	5,064,370	01	5,064,370	(213,470)	-6.0%
Net Surplus/-Deficit	s/-Deficit	(649,230)	(971,270)	(753,550)	0	(753,550)	0	(753,550)	217,720	
Distributio	Distribution of Surplus/-Deficit	(13 400)	(10,500)	(24,650)	0	(24,650)	0	(24,650)	(14,150)	
Federal 50	Federal 50% urhan renewal partnership	5,830	10,930	5,520	0	5,520		5,520	(5,410)	
Reserve for	Reserve for Off-Street Parking	(641,660)	(971,700)	(734,420)	01	(734,420)	01	(734,420)	237,280	
Total Distribution	Ibution	(649,230)	(971,270)	(753,550)	0	(753,550)	0	(753,550)	217,720	



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FORM
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WORKSHEET
BUDGET
MAINTENANCE
1998

PAGE BUDRESUL 09/28/98

COMPANY PARKING AUTHORITY
DEPARTMENT ADMINISTRATION

ECREASE) ESTIMATE RESULT PERCENT	(11)
INCREASE/(DECREASE) OVER 1997 ESTIMATE MAINTENANCE RESULT AMOUNT PERCENT	(8) (11)
1998 RESULTANT APPROPRIA -TION	(6)
COUNCIL/ COMMITTEE ADJUSTMENT F INCREASE+	1
1998 ORIGINAL ESTIMATE	(7)
MGNT TEAM 1998 RECOMMENDED ORIGINAL REDUCTION ESTIMATE PACKAGES	(9)
1998 MAINTENANCE	
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 1,944 1,944 1,944 1,944 1,944 1,944 1,250 1,250 1,250 1,250 1,250 1,250 1,250 1,250 1,250 1,000 2,000 1,000<th>SALARIES & WAGES 167,119 162,940 166,250 166,250 1,500 12,250 3,310 MEMBERSHIPS TRAILUNG COURSES TASABLE 1,944 1,944 1,500 1,550 1,550 1,550 1,550 1,250 2,200 2,200</th><th>SALARIES & WAGES 167,119 162,940 166,250 166,250 3,310 MEMBERSHIPS 1944 182,750 45,000 45,000 45,000 12,250 MEMBERSHIPS 1944 18,000 45,000 45,000 45,000 12,250 TRAINING COURSES TAXABLE 114 14,000 7,000 7,000 7,000 7,000 P.E.P. RACKING-RES.OOII 6,697 144,000 7,000 7,000 7,000 7,000 TRAVELLING CARALLANG-RES.OOII 6,697 144,000 7,000 2,000 2,000 1,000-3 TRAVELLING CARALLANG-RES.OOII 16,627 3,000 2,000 2,000 2,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 2,000 1,000-3 3,000 2,000 1,000-3 3,000 2,000 2,000</th><th>SALARIES & WAGES 167,119 162,940 166,250 166,250 166,250 3,310 EMPLOYEE BENEFITS 39,469 32,750 45,000 45,000 45,000 12,250 TRANING COURSES TAXABLE 1,944 550 500 500 500 500 HISC, BANKING CHARGES 149 550 500 7,000 7,000 7,000 TRAVIELING 2,097 3,350 2,000 2,000 2,000 1,300-4 TRAVIELING 2,000 2,000 2,000 2,000 1,300-4 TRAVIELING 2,000 2,000 2,000 1,300-4 HETINGS 2,000 2,000 2,000 1,300-4 HETINGS 3,100 2,000 2,000 1,000-3 HETINGS 3,100 2,000 2,000 1,000-3 METINGS 3,100 3,000 3,000 1,000-3 MILER EXPRES 4,26 7,500 1,000-3 1,000-3 MERTINGS 2,000 1,000<th>SALARIES & WAGES 167,119 162,940 166,250 166,250 15,250 3,310 HENDELOYEE BENEFITS 1944 1956 45,000 45,000 45,000 12,250 3,310 TRAINING COURSES TAXABLE INSTANTING CHARGES 1944 1944 50 500</th><th>SALARIES & WAGES 167,119 162,940 166,250 166,250 166,250 17,000</th><th>SALARIES & WAGES 167,119 162,940 166,250 166,250 166,250 1,310 EMPLOYE BENETIS 19,569 32,750 45,000 166,250 166,250 166,250 166,250 15,200 17,200<th>SALARIES & WAGES 167,199 162,940 166,250 166,250 166,250 3,310 FEMPLOYEE BNEFITS 1,944 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000
1,000 1,000</th></th></th></th> | SALARIES & WAGES 167,119 162,940 166,250 166,250 3,310 MEMBERSHIPS 39,569 32,750 45,000 45,000 45,000 12,250 3,310 MEMBERSHIPS TRAINING COURSES TAXABLE 1,944 1,944 1,500 1,500 12,250 3,310 MISC. BANKING CHARGES 149 550 500 7,000 | SALARIES & WAGES 167,119 162,940 166,250 1,540 1,250 3,310 MEMBLOYEE BENEFITS P.E. P. PRILLOKE 1,944 1,944 1,944 1,944 1,944 1,944 1,944 1,250 1,250 1,250 1,250 1,250 1,250 1,250 1,250 1,250 1,000 2,000 1,000 <th>SALARIES & WAGES 167,119 162,940 166,250 166,250 1,500 12,250 3,310 MEMBERSHIPS TRAILUNG COURSES TASABLE 1,944 1,944 1,500 1,550 1,550 1,550 1,550 1,250 2,200 2,200</th> <th>SALARIES & WAGES 167,119 162,940 166,250 166,250 3,310 MEMBERSHIPS 1944 182,750 45,000 45,000 45,000 12,250 MEMBERSHIPS 1944 18,000 45,000 45,000 45,000 12,250 TRAINING COURSES TAXABLE 114 14,000 7,000 7,000 7,000 7,000 P.E.P. RACKING-RES.OOII 6,697 144,000 7,000 7,000 7,000 7,000 TRAVELLING CARALLANG-RES.OOII 6,697 144,000 7,000 2,000 2,000 1,000-3 TRAVELLING CARALLANG-RES.OOII 16,627 3,000 2,000 2,000 2,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 2,000 1,000-3 3,000 2,000 1,000-3 3,000 2,000 2,000</th> <th>SALARIES & WAGES 167,119 162,940 166,250 166,250 166,250 3,310 EMPLOYEE BENEFITS 39,469 32,750 45,000 45,000 45,000 12,250 TRANING COURSES TAXABLE 1,944 550 500 500 500 500 HISC, BANKING CHARGES 149 550 500 7,000 7,000 7,000 TRAVIELING 2,097 3,350 2,000 2,000 2,000 1,300-4 TRAVIELING 2,000 2,000 2,000 2,000 1,300-4 TRAVIELING 2,000 2,000 2,000 1,300-4 HETINGS 2,000 2,000 2,000 1,300-4 HETINGS 3,100 2,000 2,000 1,000-3 HETINGS 3,100 2,000 2,000 1,000-3 METINGS 3,100 3,000 3,000 1,000-3 MILER EXPRES 4,26 7,500 1,000-3 1,000-3 MERTINGS 2,000 1,000<th>SALARIES & WAGES 167,119 162,940 166,250 166,250 15,250 3,310 HENDELOYEE BENEFITS 1944 1956 45,000 45,000 45,000 12,250 3,310 TRAINING COURSES TAXABLE INSTANTING CHARGES 1944 1944 50 500</th><th>SALARIES & WAGES 167,119 162,940 166,250 166,250 166,250 17,000</th><th>SALARIES & WAGES 167,119 162,940 166,250 166,250 166,250 1,310
 EMPLOYE BENETIS 19,569 32,750 45,000 166,250 166,250 166,250 166,250 15,200 17,200<th>SALARIES & WAGES 167,199 162,940 166,250 166,250 166,250 3,310 FEMPLOYEE BNEFITS 1,944 1,000</th></th></th> | SALARIES & WAGES 167,119 162,940 166,250 166,250 1,500 12,250 3,310 MEMBERSHIPS TRAILUNG COURSES TASABLE 1,944 1,944 1,500 1,550 1,550 1,550 1,550 1,250 2,200 2,200 | SALARIES & WAGES 167,119 162,940 166,250 166,250 3,310 MEMBERSHIPS 1944 182,750 45,000 45,000 45,000 12,250 MEMBERSHIPS 1944 18,000 45,000 45,000 45,000 12,250 TRAINING COURSES TAXABLE 114 14,000 7,000 7,000 7,000 7,000 P.E.P. RACKING-RES.OOII 6,697 144,000 7,000 7,000 7,000 7,000 TRAVELLING CARALLANG-RES.OOII 6,697 144,000 7,000 2,000 2,000 1,000-3 TRAVELLING CARALLANG-RES.OOII 16,627 3,000 2,000 2,000 2,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 1,000-3 3,000 2,000 1,000-3 3,000 2,000 1,000-3 3,000 2,000 2,000 | SALARIES & WAGES 167,119 162,940 166,250 166,250 166,250 3,310 EMPLOYEE BENEFITS 39,469 32,750 45,000 45,000 45,000 12,250 TRANING COURSES TAXABLE 1,944 550 500 500 500 500 HISC, BANKING CHARGES 149 550 500 7,000 7,000 7,000 TRAVIELING 2,097 3,350 2,000 2,000 2,000 1,300-4 TRAVIELING 2,000 2,000 2,000 2,000 1,300-4 TRAVIELING 2,000 2,000 2,000 1,300-4 HETINGS 2,000 2,000 2,000 1,300-4 HETINGS 3,100 2,000 2,000 1,000-3 HETINGS 3,100 2,000 2,000 1,000-3 METINGS 3,100 3,000 3,000 1,000-3 MILER EXPRES 4,26 7,500 1,000-3 1,000-3 MERTINGS 2,000 1,000 <th>SALARIES & WAGES 167,119 162,940 166,250 166,250 15,250 3,310 HENDELOYEE BENEFITS 1944 1956 45,000 45,000 45,000 12,250 3,310 TRAINING COURSES TAXABLE INSTANTING CHARGES 1944 1944 50 500</th> <th>SALARIES & WAGES 167,119 162,940 166,250 166,250 166,250 17,000</th> <th>SALARIES & WAGES 167,119 162,940 166,250 166,250 166,250 1,310 EMPLOYE BENETIS 19,569 32,750 45,000 166,250 166,250 166,250 166,250 15,200 17,200
17,200 17,200<th>SALARIES & WAGES 167,199 162,940 166,250 166,250 166,250 3,310 FEMPLOYEE BNEFITS 1,944 1,000</th></th> | SALARIES & WAGES 167,119 162,940 166,250 166,250 15,250 3,310 HENDELOYEE BENEFITS 1944 1956 45,000 45,000 45,000 12,250 3,310 TRAINING COURSES TAXABLE INSTANTING CHARGES 1944 1944 50 500 | SALARIES & WAGES 167,119 162,940 166,250 166,250 166,250 17,000 | SALARIES & WAGES 167,119 162,940 166,250 166,250 166,250 1,310 EMPLOYE BENETIS 19,569 32,750 45,000 166,250 166,250 166,250 166,250 15,200 17,200 <th>SALARIES & WAGES 167,199 162,940 166,250 166,250 166,250 3,310 FEMPLOYEE BNEFITS 1,944 1,000</th> | SALARIES & WAGES 167,199 162,940 166,250 166,250 166,250 3,310 FEMPLOYEE BNEFITS 1,944 1,000 |

** CENTER 90005 GENERAL OPERATING EXPENSES

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EXPENDITURE ESTIMATES

COMPANY PARKING AUTHORITY
DEPARTMENT ADMINISTRATION

OVER 1997 ESTIMATE OVER 1997 ESTIMATE MAINTENANCE RESULT AMOUNT PERCENT (10) (11)	19,870 5.3 290,550- 28.0- 3,000- 10.7- 25,450 18.6 4,800-100.0- 46,530 160.4 46,530 45.0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	i	198,290- 9.3-
1998 RESULTANT APPROPRIA -TION (9)	388,350 90,300 745,720 25,000 6,500 162,180 75,530 3,600 15,000 13,000 14,500 14,500 7,000 7,000		1,567,230	1,914,280
COUNCIL/ COMMITTEE ADJUSTMENT INCREASE+ (DECREASE)				
1998 ORIGINAL ESTIMATE	388,350 90,300 745,720 25,000 6,500 162,180 75,530 3,600 15,000 11,000 14,500 10,000 7,000	4,700 600	1,567,230	1,914,280
MGNT TEAM RECOMMENDED REDUCTION PACKAGES (6)				
1998 MAINTENANCE BUDGET (5)	388,350 90,300 745,720 25,000 6,500 162,180 3,600 15,000 13,000 14,500 10,000 7,000 7,000	4,700	1,567,230	1,914,280
1997 EST IMATE (4)	368,480 90,300 1,036,270 28,000 6,500 136,730 15,000 3,100 13,000 10,000 10,000 10,000 10,000		1,770,030	2,112,570
1997 ACTUAL (3)	380,576 88,673 334,354 720,000 19,113 3,823 1,003 1,003 14,689 5,913 6,213 6,213 1,467 1,231		1,602,877	1,943,956
ACCOUNT DESCRIPTION (1)	51222 SALARIES & WAGES 51216 EMPLOYEE BENEFITS 52001 PRINCIPAL 52002 INTEREST 54109 REPLACE OF AUTO EQUIPMEN 54110 MAJOR REPAIRS-AUTO EQUIP 54161 DEBT CHARGE FINANCING COST 54161 DEBT CHARGE FINANCING COST 54163 CAPITAL FINANCING COST 56103 OPERATING SUPPLIES 56104 UNIFORMS, CLOTHING & ACC 56105 SMALL TOOLS 56204 LUBRICANTS 56204 LUBRICANTS 56301 TELEPHONE 56301 TELEPHONE 56303 TELEPHONE 56304 LUBRICANTS 57105 R&M-AUTOMOTIVE EQUIPMENT 57119 MECHANIGS TIME 57402 OUTSIDE CONTRACTORS 57402 OUTSIDE CONTRACTORS	AUTOMOTIVE EQUIPMENT OPERATING EQUIPMENT SAFETY EQUIPMENT	CENTRE 90005 TOTALS	DEPARTMENT TOTALS

COMPANY PARKING AUTHORITY	THORITY		1998 MAINTE	NANCE BUDGE XPENDITURE	WORKSHEET -	FORM NO.1		PAGE BUDRESUL	ന
DEPARTMENT PERMANE	PERMANENT FACILITIES	ES						09/28/98	
ACCOUNT DESCRIPTION (1)	NO	1997 ACTUAL (3)	1997 EST I MATE (4)	1998 MAINTENANCE BUDGET (5)	MGNT TEAM 19 RECOMMENDED OR REDUCTION EST PACKAGES (6)	1998 COUNCIL/ COMMITTEE ORIGINAL ADJUSTMENT ESTIMATE INCREASE+ (DECREASE)	TEE 1998 WENT RESULTANT APPROPRIA SE+ -TION ASE) (9)	INCREASE/(DECREASE) OVER 1997 ESTIMATE MAINTENANCE RESULT AMOUNT PERCENT (10) (11)	REASE) TIMATE TESULT ERCENT
** CENTER 91102	OTTAWA STREET	TREET							1 1
53202 PROPERTY TAX 55207 LICENCE FEES 56135 PARKING TICKETS 56304 HYDRO 57101 R&M-EQUIPMENT 57200 R&M-GROUNDS		30,811 135 2,187 3,966 1,630 5,110	43, 13,			1		10,810- 90 240 230- 300-	25.0- 80.0 15.2 6.0
CENTRE 91102	TOTALS	43,839	57,980	47,430		47,430	47,430	10,550-	18.1-
** CENTER 91103	WILSON AND MARY	ND MARY							
53202 PROPERTY TAX 55207 LICENCE FEES 56304 HYDRO 57101 R&M-EQUIPMENT 57200 R&M-GROUNDS		12,273 270 697 373	12,410 50 700 250 700			12,900 130 710 250 700		490 80 10	3.9
CENTRE 91103	TOTALS	13,613	14,110	14,690		14,690	14,690	580	4.1
** CENTER 91104	EAST AVENUE	NUE							
53202 PROPERTY TAX 55207 LICENCE FEES 56304 HYDRO 57101 R&M-EQUIPMENT 57200 R&M-GROUNDS		4,869 135 364 1,902 485	4,930 50 370 500 500 900			5,120 140 380 650 900		190 90 150	8070
CENTRE 91104	TOTALS	7,755	6,750	7,190		7,190	7,190	04th	6.5
** CENTER 91105	EAST 21ST	21ST STREET	390	6 630		6 630	6 630	onc.	_
JSCOZ TROFERIT IAA			0,00					2	

1998 MAINTENANCE BUDGET WORKSHEET - FORM NO.1

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EXPENDITURE ESTIMATES

DEPARTMENT PERMANENT FACILITIES

DEPARTMENT PERMANE	PERMANENI FACILITIES	l E 3							INCREASE/(DECREASE)	CREASE)
ACCOUNT DESCRIPTION (1) (2)	Z O	1997 ACTUAL (3)	1997 ESTIMATE (4)	1998 MAINTENANCE BUDGET (5)	MGNT TEAM RECOMMENDED C REDUCTION E PACKAGES	1998 COMI ORIGINAL ADJI ESTIMATE INCI (DE(COUNCIL/ COMMITTEE ADJUSTMENT RI INCREASE+ - (DECREASE)	1998 RESULTANT APPROPRIA -TION (9)	MAINTENANCE RESULT AMOUNT PERCENT (10) (11)	RESULT RESULT PERCENT
55207 LICENCE FEESD 56304 HYDRO 57101 R&M-EQUIPMENT		135 707 448	50 710 300 1,000	130 720 300 1,000				130 720 300 1,000		1.4
_	TOTALS	7,604	8,450			8,780		8,780	12 13 14 15 11 14 14	
** CENTER 91106	MULBERR	======================================		 				!		,
53202 PROPERTY TAX 55207 LICENCE FEES 56135 PARKING TICKETS	15	8,316 135 861	8,410 50 600			8,730 140 860		8,730 140 860 2 900	320 90 260 70 70	180.0 43.3 1.3
HYDRO RENT-LAN R&M-EQUI	KWAY	2,856 650 1,267	2,860 650 1,000 2,400	2,900 650 1,000 2,200		2,200 2,200		1,000		, '
CENTRE 91106	TOTALS	15,092	15,970		11	16,480	11 II II II II II II II II II	======================================	510	3.1
** CENTER 91107	CANNON	CANNON AND BIRCH								
53202 PROPERTY TAX 55207 LICENCE FEES 56304 HYDRO		135 276 4,706	3,500 50 280 3,240	, t		3,500 130 200 4,200		3,500 130 200 4,200	6	80 160.0 80- 28.5-
	L	260	100			500	11 11 11 11 11	500		11 11 11 11 11
—	TOTALS	5,677	7,670	8,630				8,630		12.5
** CENTER 91108	32 EME	32 EMERALD STREET SOUTH	оптн							
53202 PROPERTY TAX		4,841	14,890	0 5,100		5,100		5,100	210	10 4.2

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INCREASE/(DECREASE)

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HOLTER	(1) (2) (2)	55207 LICENCE FEES 56135 PARKING TICKETS 56304 HYDRO 57101 R&M-EQUIPMENT 57200 R&M-GROUNDS	CENTRE 91108 TOTALS	** CENTER 91110 180	53202 PROPERTY TAX 55207 LICENCE FEES 56304 HYDRO 57101 R&M-EQUIPMENT 57200 R&M-GROUNDS	CENTRE 91110 TOTALS	** CENTER 91111 11	53202 PROPERTY TAX 55207 LICENCE FEES 57101 R&M-EQUIPMENT 57200 R&M-GROUNDS	CENTRE 91111 TOTALS	** CENTER 91112 UPP	53202 PROPERTY TAX 55207 LICENCE FEES
1997	(3)	135 264 264 306 336	9/h′9 s	180 SHERMAN NORTH	3,185 135 865 336	s 4,521	11 FERGUSON	6,314 135 396 317	s 7,162	UPPER WELLINGTON	6,599
1997 ECT 1MATE	(t)		6,900			5,140			7,740		6,650
1998 MAINTENANCE BIDGET	(5)		7,210			5,360		9	8,100		6,930
MGNT TEAM 1998 RECOMMENDED ORIGINAL REDUCTION ESTIMATE PACKAGES	(7)		7,7			5,360			8,100		9
COUNCIL/ COMMITTEE ADJUSTMENT TE INCREASE+	(8)		7,210			5,360			8,100		130
1998 T RESULTANT APPROPRIA -TION	(6)		7,210			5,360		6,660 140 500 800	8,100		6,930
MAINTENANCE	(10)					1					~
ESTIMATE ERESULT PERCENT	(11)		310 4.4			220 4.2			360 4.6		280 4.2 80 160.0

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EXPENDITURE ESTIMATES DEPARTMENT PERMANENT FACILITIES COMPANY PARKING AUTHORITY

COUNCIL/ COMMITTEE 1998 MAINTENANCE RESULT ADJUSTMENT RESULTANT INCREASE - TION (B) (9) (11)	140 90 180.0 600 1,650 250-13.1- 5,000 2,000-28.5- 1,000	-092		4,700 180 3.9 130 80 160.0 370 300 650	6,150 260		5,150 3,450-40.1- 140 90 180.0	2,250 50- 1,500 400 2,200	11,240 3,010-21.1-		5,630 270 5.0
MGNT TEAM 1998 C RECOMMENDED ORIGINAL A REDUCTION ESTIMATE PACKAGES (6)	140 600 1,650 5,000 1,000	044,74		4,700 130 370 300 650	6,150		5,150	2,250	11,240		5,630
1998 MAINTENANCE BUDGET (5)		47,440		4,700 130 370 300 650	6,150		5,150		11,240		5,630
1997 EST IMATE (4)		48,200			5,890		8,600		14,250		5,360
1997 AGTUAL (3)	135 1,528 4,272 1,757	44,737	KING WEST AND LOCKE	4,471 135 359 228 228	5,454	AND SHERMAN	4,854 135	2,160 2,516 970	11,065	BARTON AND GROSVENOR	5,900
NO	Ŋ	TOTALS	KING WE		TOTALS	BARTON AND		M	TOTALS	BARTON	
T DESCRIPTION	LICENCE FEES PARKING TICKETS HYDRO SECURITY R&M-EQUIPMENT R&M-GROUNDS	RE 91132	ITER 91133	PROPERTY TAX LICENCE FEES HYDRO R&M-EQUIPMENT R&M-GROUNDS	CENTRE 91133	TER 91140		PARKING TICKEIS HYDRO R&M-EQUIPMENT R&M-GROUNDS	CENTRE 91140	VTER 91141	53202 PROPERTY TAX
ACCOUNT (1)	55207 56135 56304 56333 57101	CENTRE	** CENTER	53202 55207 56304 57101 57200	CENT	** CENTER	53202	56135 56304 57101 57200	CENT	** CENTER	53202

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DEPARTMENT PERMANENT FACILITIES

DEPARTMENT PERMANENT FACILITIES ACCOUNT DESCRIPTION (1) (2)	55207 LICENCE FEES 56304 HYDRO 57101 R&M-EQUIPMENT 57200 R&M-GROUNDS CENTRE 91141 TOTALS	91142 PERTY TAX ENCE FEES IRO IT - LANDS I-EQUIPMENT I-GROUNDS	## CENTRE 91142 101ALS ## CENTER 91143 BARTON 53202 PROPERTY TAX 55207 LICENCE FEES 56304 HYDRO 57101 R&M-EQUIPMENT 57200 R&M-GROUNDS	## CENTRE 91143 TOTALS ## CENTER 91144 BARTON 53202 PROPERTY TAX 55207 LICENCE FEES 56304 HYDRO
1997 ACTUAL (3)	2,132 859 373 9,399	AND BIRCH 975 135 644 889 2,245 765	" -	TALS 5,162 BARTON AND WILLIAM 3,628 135 900
1997 EST!MATE (4)	2,150 500 1,400 9,460	2,090 50 50 670 3,500 400 900 7,610		
1998 MAINTENANCE BUDGET (5)	2,160 500 1,400 ===================================	2,090 130 670 8,500 400 900 7,690		
MGNT TEAM 19 RECOMMENDED OR I REDUCTION EST PACKAGES (6)				
COUNCIL/ COMMITTEE ORIGINAL ADJUSTMENT ESTIMATE INCREASE+ (DECREASE) (7) (8)	140 2,160 500 1,400 9,830	2,090 130 670 3,500 400 900 =======	3,220 140 400 500 600	4,860 3,810 1,000
EE 1998 ENT RESULTANT APPROPRIA E+ -TION SE) (9)	2,160 500 1,400 ===================================	11 11 11		4,860 3,810 1,000
OVER 1997 ESTIMATE OVER 1997 ESTIMATE MAINTENANCE RESULT AMOUNT PERCENT (10) (11)	90 10 370 370	80	160	350 ====================================
CREASE) STIMATE RESULT	180.0 .4 .3.9	160.0	5.2	3.8 160.0

			1998 MAINT	TENANCE BUDGET	BUDGET WORKSHEET - FORM NO	NO.1		PAGE	6
AR.	HORITY	8		EXPENDITURE E	ESTIMATES			BUDRESUL 09/28/98	
E S	PERMANENI TACILII ES	1997	1997	1998 MAINTENANCE	MGNT TEAM 1998 RECOMMENDED ORIGINAL REDUCTION ESTIMATE PACKAGES	COUNCIL/ COMMITTEE NAL ADJUSTMENT ATE INCREASE+ (DECREASE)	1998 RESULTANT APPROPRIA -TION	INCREASE/(DECREASE) OVER 1997 ESTIMATE OVER 1997 ESTIMATE MAINTENANCE RESULT	ESTIMATE ESTIMATE ESTIMATE FESULT PERCENT
ACCOUNT DESCRIPTION (1) (2)	z	AC I UAL (3)	(4)	(5)	(6)	(8)	(6)	(10)	(11)
57101 R&M-EQUIPMENT 57200 R&M-GROUNDS		2,220	06		 	500	500	100	0 25.0
CENTRE 91144	TOTALS	7,181	6,020	6,340		6,340	6,340	320	5.3
** CENTER 91145	BARTON	AND BARNESDALE							
		2,442	1,960	2,560	2	,560	2,560	9	90 30.6 90 180.0
55207 LICENCE FEES 56304 HYDRO 57101 R&M-EQUIPMENT		261	300			270 300 600	270 300 600		
-	TOTALS	3,230	3,180	3,870	3	,870	3,870	069	0 21.6
** CENTER 91146	BARTON	BARTON AND CAROLINE							
53202 PROPERTY TAX		8,105	8,200	∞		8,510	8,510		3.7 80 160.0
55207 LICENCE FEES 56304 HYDRO 57101 R&M-FOULPMENT		1,624	1,550	1,		1,650	1,650	100	
		765	006	006	11 11 11 11 11 11 11 11 11 11 11	900		11 11 11 11 11 11	ii
CENTRE 91146	TOTALS	10,629				11,590	11,590	======================================	h.4 0
** CENTER 91147	540 BAR	540 BARTON EAST							
		3,915	3,960	60 4,120 50 140		4,120 140	4,120		160 4.0 90 180.0
		340	350			350	350		
57101 R&M-EQUIPMENT 57200 R&M-GROUNDS		373				500	500		11 11 11 11 11
CENTRE 91147	TOTALS	4,763	5,1	5		5,410	5,410	250	9.4.8

1998 MAINTENANCE BUDGET WORKSHEET - FORM NO.1

Ot Ot		09/28/98	INCREASE/(DECREASE) OVER 1997 ESTIMATE
1998 MAINTENANCE BUDGET WORKSHEET - FORM NO.1	EXPENDITURE ESTIMATES		
	COMPANY PARKING AUTHORITY	DEPARTMENT PERMANENT FACILITIES	

DESCRIPTION ACTUAL ES	91148 897 BARTON EAST	56304 HYDRO 719 57101 R&M-EQUIPMENT 293 57200 R&M-GROUNDS 160		91149 1366-68 BARTON EAST	276		91150 JOHN AND REBECCA	PROPERTY TAX LICENCE FEES LICENCE FEES 135 PARKING TICKETS 918 4,064 HYDRO SECURITY R&M-EQUIPMENT 1,404 R&M-GROUNDS 2,766 FR&M-BUILDINGS 52		91151 14 VINE STREET	PROPERTY TAX 40,633 LICENCE FEES 135 PARKING TICKETS 861
1997 PESTIMATE (4)	; ; ; ; ; ; ; ;		11		11 11 14 10 10 11 11 11	11 11 11 11 11 11 11		43,700 50 750 4,300 6,000 1,400 2,500	0 11		41,000 50 750
1998 MAINTENANCE BUDGET (5)					11 13 11 11 11 11 11 11 11	## ## ## ## ## ## ## ## ##		67,500 1,000 4,200 6,000 1,430 2,500	82,760		42,670 140 750
MGNT TEAM 1 RECOMMENDED OR REDUCTION ES PACKAGES (6)						65 61 61 62 63 63 64 64 65 64 64					
1998 CORIGINAL A ESTIMATE	! ! ! ! !	 						67,500 1,000 4,200 6,000 1,430 2,500	82,760		42,670 140 750
COUNCIL/ COMMITTEE ADJUSTMENT INCREASE+ (DECREASE)	1 1 1 1 1 1 1 1	 	M 53 11 11 11 11 15 16 11		10 11 11 11 11 11 11	## # # # # # # # # # # # # # # # # # #		H H H H H H H H	11 11 11 11 11 11 11		
1998 RESULTANT APPROPRIA -TION (9)		11 14 61 61 61 61 61 61 61 61	11 10 11 11 11 11 11 11					67,500 130 1,000 4,200 6,000 1,430 2,500	82,760		42,670 140 750
MAINTENANCE AMOUNT		11 11 12 13 13 14 14 14 15 16 18	11 48 48 48 61 61 61 61		H H H H H H H	11 01 01 11 11 11 11 11 11		23,8	24,060		1,6
RESULT PERCENT		 	11 11 11 11 11		15 41 11 11 11	#1 		80 160.0 80 160.0 250 33.3 100- 2.3- 30 2.1	0 40.9		370 4.0 90 180.0

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ACCOUNT DESCRIPTION (1) (2)	1997 ACTUAL (3)	1997 EST 1 MATE (4)	1998 MAINTENANCE BUDGET (5)	MGNT TEAM 1998 RECOMMENDED ORIGINAL REDUCTION ESTIMATE PACKAGES (6)	COUNCIL/ COMMITTEE COMMITTEE L ADJUSTMENT E INCREASE+ (DECREASE)	1998 RESULTANT APPROPRIA -TION (9)	OVER 1997 ESTIMATE OVER 1997 ESTIMATE MAINTENANCE RESULT AMOUNT PERCENT (10) (11)	@#!!! !
56304 HYDRO	3,172	3,200	3,220	3,220	20	3,220	9. 02	S
56333 SECURITY 57101 R&M-EQUIPMENT 57200 R&M-GROUNDS 57301 R&M-BUILDINGS	579 220 2,556 1,294	1,000		3,900	000	3,900		
CENTRE 91151 TOTALS	49,450	006, 6μ	51,680	51,680				5
** CENTER 91152 YORK BO	YORK BOULEVARD PARKADE	ADE						
51101 SALARIES & WAGES 53202 PROPERTY TAX 55207 1 ICENCE FEES	62,796 290,756	64,500 294,000 50	65,250 305,290 130	65,250 305,290 130	250 290 130	65,250 305,290 130	750 1.1 11,290 3.8 80 160.0	- 80
	1,239 2,021 22,754 1,052	2,000 6,000 750		2,000 6,000 1,070	000	2,000 6,000 1,070		91
	40,311 118,049 45,730	42,100 45,000 75,000		41,000 45,000 75,000	0000	41,000 45,000 75,000	1,100-	١
57101 R&M-EQUIPMENT 57200 R&M-GROUNDS 57301 R&M-BUILDINGS 58005 OPERATING EQUIPMENT	2,238	5,000 5,000 50,000		50,000				
-	643,102	610,000	621,340	621,340	040	621,340	11,340 1.8	0 11
** CENTER 91153 KING WI	KING WILLIAM AND MARY	RΥ						
PROPERTY LICENCE	54,530	55,140 50	57,300	57,300	300 140	57,300	2,160 3.9	60
56135 PARKING TICKETS 56304 HYDRO 56333 SECURITY	1,631 3,349 32,898	3,300	3,400	2	3,400	3,400	18,000- 47.	3-

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4.0-400 3.4 80 160.0 5.6 150 3.7 80 160.0 OVER 1997 ESTIMATE 15,350- 15.1-0.4 RESULT PERCENT 90 180.0 NCREASE/(DECREASE) 42.8 (11) 250 300 MAINTENANCE (10) AMOUNT 11,940 130 450 480 450 140 300 850 3,550 6,350 130 750 470 400 500 1,000 86,090 350 COMMITTEE 1998 ADJUSTMENT RESULTANT APPROPRIA (6) -TION (DECREASE) COUNCIL/ COMMITTEE (8) 11,940 130 450 480 450 4,100 130 750 470 400 500 6,350 140 300 850 THE TAXABLE PARTIES AND THE PA 3,550 1,000 3,900 350 86.090 MGNT TEAM 1998
RECOMMENDED ORIGINAL
REDUCTION ESTIMATE
PACKAGES (9) 2,260 140 300 850 3,550 130 450 480 450 4,100 130 750 470 400 500 MAINTENANCE BUDGET (5) 6,350 1,000 3,900 350 86,090 2,260 50 300 850 50 450 450 450 3,950 750 450 400 500 3,460 3,900 11 11 11 11 11 11 11 11 6,100 101,440 1997 ESTIMATE (4) KING WILLIAM AND WELLINGTON 207-211 HUGHSON ST. 11,369 135 884 472 204 261 396 844 135 3,893 135 921 462 5,859 1997 ACTUAL (3) 1,721 94,686 77 MARY ST. N. DEPARTMENT PERMANENT FACILITIES TOTALS TOTALS TOTALS PROPERTY TAX LICENCE FEES PARKING TICKETS DESCRIPTION PARKING TICKETS 53202 PROPERTY TAX 55207 LICENCE FEES 57101 R&M-EQUIPMENT 57200 R&M-GROUNDS R&M-EQUIPMENT 57101 R&M-EQUIPMENT 57200 R&M-GROUNDS 57301 R&M-BUILDINGS 57101 R&M-EQUIPMENT 57200 R&M-GROUNDS PROPERTY TAX 91157 ** CENTER 91156 ** CENTER 91155 CENTRE 91155 **CENTRE 91156 CENTRE 91153** HYDRO HYDRO ** CENTER ACCOUNT 56135 56304 57101 53202 55207 53202 55207 56135 56304

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OVER 1997 ESTIMATE OVER 1997 ESTIMATE MAINTENANCE RESULT AMOUNT PERCENT (10) (11)	50- 4.7- 4.7- 4.10 2.9	1	1,710 39.0	410 4.1 80 160.0 560 53.8 50 9.0	1,100		210 3.8
1998 RESULTANT APPROPRIA -TION (9)	1,000		6,090	10,200 130 900 1,600 600		3,370 140 350 800 950	5,610
COUNCIL/ COMMITTEE ADJUSTMENT INCREASE+ (DECREASE)							
1998 ORIGINAL ESTIMATE (7)	1,000		6,090	10,200 130 900 1,600 1,000			5,610
MGNT TEAM RECOMMENDED REDUCTION PACKAGES (6)							PT B1 D1 D1 D2 D1 D3 D2 D3 D2 D4 D3 D2 D4 D4 D4 D5 D4 D5 D6 D5 D7 D6 D6 D7 D7 D7 D7 D8
1998 MAINTENANCE BUDGET (5)	1,000	4,030 140 620 400 900	060'9	10,200 130 900 1,600 600 1,000		(C)	5,610
1997 ESTIMATE (4)	1,050		4,380	9,790 50 900 1,040 1,040		3,250 50 350 800 950	5,400
1997 ACTUAL (3)	672		TALS 5,460 EXING AND HESS	9,682 135 1,039 652 280			4,265
NO	TOTALS	EAST	TOTALS KING AI	<u>ي</u>	TOTALS MAIN AI		TOTALS
ACCOUNT DESCRIPTION	57200 R&M-GROUNDS CENTRE 91157	CENTER 91158 102 PROPERTY TAX 107 LICENCE FEES 135 PARKING TICKETS 104 HYDRO 101 R&M-EQUIPMENT	CENTRE 91158	02 PROPERTY TAX 07 LICENCE FEES 35 PARKING TICKETS 04 HYDRO 01 R&M-EQUIPMENT 00 R&M-GROUNDS	CENTRE 91159 ** CENTER 91160	02 PROPERTY TAX 07 LICENCE FEES 04 HYDRO 01 R&M-EQUIPMENT 00 R&M-GROUNDS	CENTRE 91160
ACC	572 Cl	** CE 53202 55207 56135 56135 57101	*	53202 55207 56135 56304 57101 57200	*	53202 55207 56304 57101 57200	0

PAGE 14 BUDRESUL 09/28/98	INCREASE/(DECREASE) OVER 1997 ESTIMATE	(10) (11)
	COUNCIL/ COMMITTEE 1998 ADJUSTMENT RESULTANT APPROPRIA INCREASE+ -TION	BUDGET (01) (11) (11) (11) (11)
FORM NO.1	1998 ORIGINAL ESTIMATE	(7)
WORKSHEET - STIMATES	MGNT TEAM 1998 RECOMMENDED ORIGINAL REDUCTION ESTIMATE PACKAGES	(9)
1998 MAINTENANCE BUDGET WORKSHEET - FORM NO.1 EXPENDITURE ESTIMATES	1998 MAINTENANCE	
1998 MAINT	1997	E
		ACTUAL (3)
COMPANY PARKING AUTHORITY DEPARTMENT PERMANENT FACILITIES		DESCRIPTION (2)
COMPANY		ACCOUNT (1)

	890 14.2 80 160.0 100 27.0 100 25.0	1,170 14.9		190- 2.6- 90 180.0	100- 1.1-		1,880 3.8 80 160.0	2,830-100.0-	350- 12.2-	1,210- 2.0-		2,400- 37.5-
	7,150 130 470 500 750	000'6		7,000 140 550 250 650	8,590		50,520 130 980	1,810	2,500	57,840		000,4
	7,150 130 470 500 750	9,000		7,000 140 550 250 650	8,590		50,520 130 980	1,810	1,900 2,500	57,840		000'th
	7,150 130 470 500 750	9,000		7,000 140 550 250 650	8,590		50,520 130 980	1,810	1,900			4,000
	6,260 50 370 400 750	7,830		7,190 50 550 250 650	8,690		48,640 50 980	1,800	1,900	59,050		004'9
MAIN AND HUXLEY		8,489	MAIN AND OTTAWA	135 539 485		MAIN AND FERGUSON	48,108	1,780		55,761	MAIN AND GARSIDE	6,330
MAIN		TOTALS	MAIN		TOTALS	MAIN	c	OND I		TOTALS	MAIN	
** CENTER 91161	53202 PROPERTY TAX 55207 LICENCE FEES 56304 HYDRO 57101 R&M-EQUIPMENT 57200 R&M-GROUNDS	CENTRE 91161	** CENTER 91162	53202 PROPERTY TAX 55207 LICENCE FEES 56304 HYDRO 57101 R&M-EQUIPMENT	\vdash	** CENTER 91163	PROPERTY LICENCE	56304 HYDRO		CENTRE 91163	** CENTER 91164	53202 PROPERTY TAX

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ACCOUNT DESCRIPTION	NO	1997 ACTUAL (3)	1997 EST!MATE (4)	1998 MAINTENANCE BUDGET (5)	MGNT TEAM 1998 RECOMMENDED ORIGINAL REDUCTION ESTIMATE PACKAGES (6)	COUNCIL/ COMMITTEE AL ADJUSTMENT TE INCREASE+ (DECREASE)	1998 RESULTANT APPROPRIA -TION (9)	OVER 1997 ESTIMATE OVER 1997 ESTIMATE MAINTENANCE RESULT AMOUNT PERCENT (10) (11)
55207 LICENCE FEES 56304 HYDRO 57101 R&M-EQUIPMENT 57200 R&M-GROUNDS		135 471 761 336	50 450 250 700					
CENTRE 91164	TOTALS	8,033	7,850	5,570	5,570	5,570	5,570	2,280-29.0-
** CENTER 91165	MAIN	MAIN AND TUXEDO						
53202 PROPERTY TAX 55207 LICENCE FEES 56304 HYDRO 57101 R&M-EQUIPMENT 57200 R&M-GROUNDS		8,136 135 390 429	8,230 50 400 450 1,000		, 1	8,540 130 400 450 1,000		310
CENTRE 91165	TOTALS	060'6	10,130	10,520	10,520	520	10,520	390 3.8
** CENTER 91166	MAIN A	MAIN AND COPE						
53202 PROPERTY TAX 55207 LICENCE FEES 56304 HYDRO 57101 R&M-EQUIPMENT 57200 R&M-GROUNDS		3,704 135 187 187 168	3,750 50 90 500 500		C)			150
CENTRE 91166	TOTALS	4,284	4 , 890	5,140	5,140	5,140	5,140	250 5.1
** CENTER 91167	1366 M	1366 MAIN STREET EAST	L.					
53202 PROPERTY TAX 55207 LICENCE FEES 56304 HYDRO 57101 R&M-EQUIPMENT		4,500 135 90	3,540 50 100 500	4,730 130 100 500	#	4,730 130 100 500	4,730 130 100 500	1,190 33.6

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> EXPENDITURE ESTIMATES DEPARTMENT PERMANENT FACILITIES COMPANY PARKING AUTHORITY

INCREASE/(DECREASE) OVER 1997 ESTIMATE OVER 1997 ESTIMATE MAINTENANCE RESULT AMOUNT PERCENT (10) (11)	1,270 25.7
1998 MAINT RESULTANT APPROPRIA AMO -TION (9) (750
MGNT TEAM 1998 COUNCIL	
1998 (CESTIMATE (7)	750
MGNT TEAM 1998 RECOMMENDED ORIGINAL REDUCTION ESTIMATE PACKAGES (7)	11 11 11 11 11 11
1998 MAINTENANCE BUDGET (5)	750
1997 ESTIMATE (4)	750 ======== 4,940
1997 ACTUAL (3)	261 ====================================
DESCRIPTION (2)	SOTOTALS
ACCOUNT DESCR	57200 R&M-GROUNDS

261 ====================================	CATHERINE AND HUNTER		56135 PARKING TICKETS 871 56304 HYDRO 664		TOTALS 19,469 20,660
750 750 750		16,560 17,200 50 140	900 850		20,660 20,740
750		17,200	850	1,900	
750 		17,200	850	1,900	20,740
1,270 25.7	;	640 3.8 90 180.0 600-100 0-	50- 5.5-	11 11 13 14 15 16 16 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	80 .3

	9,850-79.1- 80 160.0 400-21.0- 10,170-38.3-
	2,590 130 2,000 10,000 150 1,500 16,370
	2,590 130 2,000 10,000 150 1,500 16,370
	2,590 130 2,000 0 10,000 0 1,500 0 16,370
	12,44,25,000
THEATRE AQUARIUS	2,458 135 2,863 802 6,258
THEAT	RTY T TOTALS
** CENTER 91170	53202 PROPERTY TAX 55207 LICENCE FEES 56333 SECURITY 56651 RENT - PROPERTY 57101 R&M-EQUIPMENT 57200 R&M-GROUNDS

	190 2.7 90 180.0
	7,000 140 650 800
	7,000 140 650 800
	7,000 140 650 800
INTDALE	6,810 50 650 800
UPPER JAMES AND BRANTDALE	6,632 135 624
** CENTER 91180	53202 PROPERTY TAX 55207 LICENCE FEES 56304 HYDRO 57101 R&M-EQUIPMENT

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(11)	(10) (11)	(6)	(DECREASE) (8)	(7)	(9)	BUDGET (5)	ESTIMATE (4)	ACTUAL (3)	DESCRIPTION (2)	ACCOUNT (1)
		-TION	I NCREASE+		PACKAGES	MAINTENANCE	1997	1997	,	
PERCENT	AMOUNT	APPROPRIA		ESTIMATE	REDUCTION	1998				
1 1 1 1 1 1		RESULTANT	ADJUSTMENT RESULTANT	ORIGINAL	RECOMMENDED ORIGINAL					
RESULT	MAINTENANCE RESULT	1998	COMMITTEE	1998	MGNT TEAM					
			COUNCIL/							
ESTIMATE	OVER 1997 ESTIMATE									
ECKEASE)	INCREASE/(D									

1,000	9,590 9,590 3.0		12,000 12,000 500 130 80 130 80 1,000 1,900 1,900	30 15,330 580 3.9		10 6,810 6,810 3,060 81.6 40 140 140 90 180.0 00 800 800	1,240 3,500 2,500	1,500		50 108,050 108,050 4,060 3.9 30 130 80 160.0	
0	9,310 9,590	ш		14,750 15,330	NORTH		750 1,240 6,000 3,500 2,500 2,500			103,990 108,050 50 130	
	7,652	UPPER JAMES AND GENESEE		13,812	294 VICTORIA STREET N		1,222 1,668 742	802 ====================================	CITY HALL LOT	102,860	
	TOTALS	UPPER		TOTALS	7. h62	TS		TOTALS	CITY		
57200 R&M-GROUNDS	CENTRE 91180	** CENTER 91181	53202 PROPERTY TAX 55207 LICENCE FEES 56304 HYDRO 57101 R&M-EQUIPMENT 57200 R&M-GROUNDS	CENTRE 91181	** CENTER 91189	53202 PROPERTY TAX 55207 LICENCE FEES 56135 PARKING TICKETS	HYDRO SECURITY R&M-EQUI	57200 R&M-GROUNDS CENTRE 91189	** CENTER 91191		

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DEPARTMENT PERMANENT FACILITIES

INCREASE/(DECREASE) OVER 1997 ESTIMATE AMINTENANCE RESULT AMOUNT PERCENT (10) (11)	4,640 3.4		6,170-100.0- 50-100.0- 280-100.0- 250-100.0- 650-100.0- 7,400-100.0-	0 "	4,070 10.4 ====================================
INCRE OVER 1998 MAINT RESULTANT APPROPRIA AMG -TION (9)	25,000 ==================================			31,280 140 800 3,150 3,000 1,500 1,500	43,060
COUNCIL/ COMMITTEE ADJUSTMENT INCREASE+ (DECREASE) (8)				280 1140 800 1150 000 000 190	=======================================
1 1998 JED ORIGINAL FESTIMATE (7)	25,000 ==================================			<u> </u>	11
MGNT TEAM RECOMMENDED REDUCTION PACKAGES (6)				280 140 800 150 000 000	
1998 MAINTENANCE BUDGET (5)	25,000 ==================================			က် ကိုကိုက်	
1997 ESTIMATE (4)	25,000 		6,170 50 280 280 250 650 7,400		38,990
1997 ACTUAL (3)	9,035	388	3,781 3,781 135 270 230 320 4,736	29,789 29,789 135 RING 1,517 431 3,056 1,832 1,143	39,854
PERMANENT FACILITIES	TOTALS	CENTURY STREET	16 MAGILL TOTALS ===	BAY AND T SHARING ETS T	TOTALS
<u> </u>	57200 R&M-GROUNDS CENTRE 91191	** CENTER 91192 57101 R&M-EQUIPMENT CENTRE 91192	PROPERTY TAX LICENCE FEES HYDRO R&M-EQUIPMENT R&M-GROUNDS RE 91193	TER 91194 BAY A PROPERTY TAX LICENCE FEES A.H.L. PROFIT SHARING PARKING TICKETS HYDRO SECURITY R&M-EQUIPMENT R&M-GROUNDS R&M-GROUNDS R&M-BUILDINGS	CENTRE 91194
DEPARTMENT ACCOUNT (1)	57200 R6	** CENTER 57101 R&M. CENTRE	** CENTER 53202 PROI 55207 LICI 56304 HYDI 57101 R&M 57200 R&M	** CENTER 53202 PROI 55207 L.I.C. 55378 A.R. 56135 PA.R. 56334 SEC. 57101 R&M 57200 R&M	CENTE

COMPANY PARKING AUTHORITY DEPARTMENT PERMANENT FACILITIES	ITY ACILITIES		1998 MAINTI	NTENANCE BUDGET EXPENDITURE ES	T WORKSHEET -	FORM NO. 1			PAGE BUDRESUL 09/28/98	19
ACCOUNT DESCRIPTION (1)		1997 ACTUAL (3)	1997 EST I MATE (4)	1998 MAINTENANCE BUDGET (5)	MGNT TEAM RECOMMENDED REDUCTION PACKAGES (6)	1998 ORIGINAL ESTIMATE (7)	COUNCIL/ COMMITTEE ADJUSTMENT INCREASE+ (DECREASE)	1998 RESULTANT APPROPRIA -TION	INCREASE/(DECREASE) OVER 1997 ESTIMATE MAINTENANCE RESULT AMOUNT PERCENT (10) (11)	STIMATE STIMATE RESULT FECCENT
** CENTER 91195 Q	QUEEN AND HESS	ESS I								
PROPERTY TAX LICENCE FEES		46,444	49,760	49,000		49,000		49,000	760-	1.5-
	9	1,129 490 1,976	400	500		2,200		500	310-	25.0
56333 SECURITY 57101 R&M-EQUIPMENT 57200 R&M-GROUNDS 57301 R&M-BUILDINGS		573 573 5,484	7			7,000		7,000	200	50.0
CENTRE 91195 TOT	TOTALS ====	57,266	60,470	59,780		59,780		59,780	=======================================	1
** CENTER 91196 Y	YORK BOULEVARD PARKETTE	ARD PARKE	TTE							
53202 PROPERTY TAX 55207 LICENCE FEES 56135 PARKING TICKETS 57101 R&M-EQUIPMENT 57200 R&M-GROUNDS		17,684 135 1,302 317	18,240 50 900 700 500			18,650 140 1,500 700 500		18,650 140 1,500 700 500	410 90 90 600	180.0
CENTRE 91196 TOT	==== TOTALS ====	19,438	20,390	21,490		21,490				
** CENTER 91198 K	KING AND BAY	٨٧								
		167,988	135,500	142,500		142,500		142,500	7,000	180.0
55378 A.H.L. PROFII SHAKING 56135 PARKING TICKETS 56304 HYDRO 56333 SECURITY 56651 RENT - PROPERTY	2	2,219 2,905 5,565 165,000	1,250 2,300 16,000 165,600	2,250 2,950 7,250 122,500		2,250 2,950 7,250 122,500		2,250 2,950 7,250 122,500	1,000 650 8,750- 43,100-	80.0 28.2 0-54.6 0-26.0

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OVER 1997 ESTIMATE OVER 1997 ESTIMATE MAINTENANCE RESULT AMOUNT PERCENT (10) (11)	500 33.3 1,350- 22.5- 250- 33.3-	44,210-		1,620 38.0 80 160.0 180 72.0	1,880 30.0	30,200- 1.5-
1998 RESULTANT APPROPRIA -TION	2,000 4,650 500			5,880 130 430 800 900	8,140	1,900,650
COUNCIL/ COMMITTEE ADJUSTMENT INCREASE+ (DECREASE)		# # # # # # # # # # # # # # # # # # #				
1998 ORIGINAL ESTIMATE	2,000 4,650 500	11		5,880 130 430 800 900	8,140	1,900,650
MGNT TEAM RECOMMENDED REDUCTION PACKAGES (6)						
1998 MAINTENANCE BUDGET (5)	2,000 4,650 500			5,880 130 430 800 900	8,140	1,900,650
1997 P	1,500 6,000 750			4,260 50 250 800 900	6,260	1,930,850
1997 ACTUAL (3)	2,170 4,567	356,029	402 BARTON STREET	5,602 135 430 628 448	7,243	1,901,740
N _O	·	TOTALS	402 BAR	Ø	TOTALS	
DESCRIPTION (2)	R&M-EQUIPMENT R&M-GROUNDS R&M-BUILDINGS	91198	91199	PROPERTY TAX LICENCE FEES PARKING TICKETS R&M-EQUIPMENT R&M-GROUNDS	91199	DEPARTMENT TOTALS
ACCOUNT (1)	57101 R&M 57200 R&M 57301 R&M	CENTRE 91198	** CENTER 91199	53202 PRO 55207 LIC 56135 PAR 57101 R&M 57200 R&M	CENTRE 91199	DEPARTM

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CREASE) ESTIMATE RESULT	1 1 2 2	PERCENT			(11)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
INCREASE/(DECREASE) OVER 1997 ESTIMATE	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	AMOUNT			(11) (11)	0 0 0 0 0 0 0 0 0 0 0 0
1998	RESULTANT	APPROPRIA			(6)	
COUNCIL/ COMMITTEE	ADJUSTMENT		INCREASE+	(DECREASE)	(8)	
1998	ORIGINAL	ESTIMATE			(2)	; ; ; ; ; ;
MGNT TEAM	RECOMMENDED ORIGINAL	REDUCTION	PACKAGES		(9)	
		1998	MAINTENANCE	BUDGET	(5)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
			1997	ESTIMATE	(†)	1 C E E E E E E E E E E E E E E E E E E
			1997	ACTUAL	(3)	
				DESCRIPTION	(2)	
				ACCOUNT	3	

84 11,820 12,300		500 600	18,240 18,910	17,238 18,240 18,910 18,910
JAMES AND WILSON 11,684 11,82			1	17,238 18,240

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EXPENDITURE ESTIMATES

COMPANY PARKING AUTHORITY DEPARTMENT CITY-OWNED LOTS

DEL MANAGEMENT CONTRACTOR CONTRAC						INCREASE/(DECREASE)
	1997	1997	1998 MAINTENANCE	MGNT TEAM 1998 RECOMMENDED ORIGINAL REDUCTION ESTIMATE PACKAGES	COUNCIL/ COMMITTEE ADJUSTMENT RESULTANT APPROPRIA INCREASE+ -TION	OVER 1997 ESTIMATE MAINTENANCE RESULT AMOUNT PERCENT
ACCOUNT DESCRIPTION (2)	ACTUAL (3)	ESTIMATE (4)	BUDGET (5)	(2)	(DECREASE) (8) (9)	(10) (11)
	3 0 2 1 0 0 0 4 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				
** CENTER 93410 HAM PLA	HAM PLACE/ELLEN FAIRCLOUGH BLDG	CLOUGH BLDG-	-UNDRGRND			
51222 SALARIES & WAGES 51216 EMPLOYEE BENEFITS 53202 PROPERTY TAX	137,634 30,580 295,704	197,380 40,000 299,000 50	197,380 40,000 310,489 130	197,380 40,000 310,489 130	197,380 40,000 310,489 130	11,489 3.8
55378 A.H.L. PROFIT SHARING 55406 CONSULTANT FEES 55418 ADMINISTRATION FEE	1,254 6,950 160,762	5,000	16	5,000	16	5,100 3.2
	2,050 846 1,513	1,500 4,000 2,870 400		1,500 4,000 2,500 450		370- 12.8- 50 12.5
	9,317 196,505 161,458 47,897	12,000 139,000 172,000 30,980	12,000 139,000 170,000 30,980	12,000 139,000 170,000 30,980	12,000 139,000 170,000	2,000- 1.1-
57200 R&M-GROUNDS 57301 R&M-BUILDINGS 58005 OPERATING EQUIPMENT	29,334 35,121	20,000	20,000	20,000	20,000	
CENTRE 93410 TOTALS	1,120,999	1,156,180	1,170,529	1,170,529	19 11 14 10 10 11 11 11 11 11	
			11 11 11 13 10 11 11 11 11	11 11 11 11 11 11 11 11 11 11 11 11 11		81 81 81 81 81 81 81 81 81
DEPARTMENT TOTALS	1,120,999	1,156,180			1,170,529	14,349 1.2

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COMPANY PARKING AUTHORITY
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ESTIMATE	RESULT	1 1 1 1 1 1	PERCENT			(11)
INCREASE/(DECREASE) OVER 1997 ESTIMATE	MAINTENANCE RESULT		AMOUNT			(5) (6) (7) (8) (10) (11)
	1998	RESULTANT	APPROPRIA	-TION		(6)
COUNCIL	COMMITTEE	ADJUSTMENT RESULTANT		INCREASE+	(DECREASE)	(8)
	1998	ORIGINAL	ESTIMATE			(7)
	MGNT TEAM	RECOMMENDED ORIGINAL	REDUCTION	PACKAGES		(9)
			1998	MAINTENANCE	BUDGET	(5)
				1997	ESTIMATE	(4)
				1997	ACTUAL	(3)
					DESCRIPTION	(1) (2) (4)
					ACCOUNT	(3)

PAGE 24 BUDRESUL 09/28/98	INCREASE/(DECREASE) OVER 1997 ESTIMATE MAINTENANCE RESULT AMOUNT PERCENT	(10) (11)
	COUNCIL/ COMMITTEE 1998 ADJUSTMENT RESULTANT APPROPRIA INCREASE+ -TION	(5) (6) (7) (8) (9) (10) (11)
. FORM NO.1	1998 ORIGINAL ESTIMATE	(7)
WORKSHEET - STIMATES	MGNT TEAM 1998 RECOMMENDED ORIGINAL REDUCTION ESTIMATE PACKAGES	(9)
MAINTENANCE BUDGET WORKSHEET - FORM NO.1 EXPENDITURE ESTIMATES	1998 MAINTENANCE	(5)
1998 MAIN	1997	ESTIMATE (4)
	1997	ACTUAL (3)
COMPANY PARKING AUTHORITY DEPARTMENT PARKING AUTHORITY		DESCRIPTION ACTUAL ESTIMATE (2) (4)
COMPANY		ACCOUNT (1)

		01 01 11 11 13 13	18 18 18 18 18	11 14 61 11
	11 11 11 11 11 11 11 11		11 60 60 11 11 16 46 11 11	11 11 11 11 11 11 11
	11	000,09	 - - - -	=======================================
	11	# # # # # # # # #	94 11 13 13 14 14 14 14 15 16 16	11 11 11 11 11 11 11
	000,09	000,09	H 6	000,09
		H H H H H H H	## ## ## ## ## ## ## ## ##	11 11 11 11 11 11 11 11
	60,000	000,09	\$1 11 11 51 11 11 11 11 11 11	000,09
	60,000	900,09	L 1 1 	000'09
ON-STREET PARKING	55,535	55,535	II II II II II II II II II II	55,535
ON-STREE	STREET METERS	TOTALS	ii	
** CENTER 95001	57415 R & M - ON STREET METERS	CENTRE 95001		DEPARTMENT TOTALS

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INCREASE/(DECREASE)
OVER 1997 ESTIMATE MAINTENANCE RESULT PAGE BUDRESUL 09/28/98 AMOUNT (10) COUNCIL/
COMMITTEE
ADJUSTMENT RESULTANT
E APPROPRIA

APPROPRIA
- TION (6) INCREASE+ (DECREASE) (8) MGNT TEAM 1998
RECOMMENDED ORIGINAL
REDUCTION ESTIMATE
PACKAGES (7) EXPENDITURE ESTIMATES (9) 1998 MAINTENANCE BUDGET (5) 1997 ESTIMATE (4) 1997 ACTUAL (3) COMPANY PARKING AUTHORITY DESCRIPTION (2) DEPARTMENT ACCOUNT (1)

PERCENT

(11)

	817,230 23,930 3.0 175,300 12,250 7.5	1,054,353 18,083 1.7	1,503,175 49,345 3.3	3,000-	263,806 114,476 76.6	162,181 25,451 18.6					2,000 1,100-35 7,025 h 375 165				11 01/5 10 805 1/9 1/-	1,054,353- 18,083- 1		165,100 5,100 3.1	7,500	500 100- 16.6-
	817,230 175,300	1,054,353	1,503,175	25,000	263,806	162,181					7,025				900			165,100	7,500	200
	817,230 175,300	1,054,353	1,503,175	25,000	263,806	162,181	75,528	7,000	2,000	2,000	7,005	725,200	27,580-		11 045	1,054,353-	000	165,100	1,500	005
₩.	793,300	1,036,270	1,453,830	28,000	149,330	136,730	29,000	14,000	3,350	3,000	2,100	32,120-	16,060-		900	1,036,270-	a CCR	160,000	1,500	009
COMPANY SUMMARY CENTRE	748,125 158,822 1,944 317	334,354	1,441,924	19,113	235,482	2		269'9	2,209	167	7,020		28/1	2,885	1,748	1,054,354-	10,619	165,097	6,260	205
** CENTER 99999 COMPANY S	51222 SALARIES & WAGES 51216 EMPLOYEE BENEFITS 51225 MEMBERSHIPS 51229 TRAINING COURSES TAXABLE	_									55207 ICENCE FFFS		55252 PROVINCIAL PAYMENT-33.1% 55270 RETHRNED CHEDHES-CLEARIN		55299 OTHER EXPENSES	_	55378 A.H.L. PROFIT SHARING	_	56004 POSTAGE	

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COMPANY PARKING AUTHORITY DEPARTMENT		066	MAINIENANCE BUDGEI EXPENDITURE E	BUDGEL WORKSHEEL - FUK TURE ESTIMATES			PAGE BUDRESUL 09/28/98	56
NT DESC	1997 ACTUAL	1997 ESTIMATE	1998 MAINTENANCE BUDGET	MGNT TEAM 1998 RECOMMENDED ORIGI REDUCTION ESTIM PACKAGES	COUN COMP NAL ADJU ATE INCR	.E 1998 .NT RESULTANT APPROPRIA + -TION	INCREASE/(DECREASE) OVER 1997 ESTIMATE MAINTENANCE RESULT AMOUNT PERCENT	CREASE) STIMATE RESULT
(1) (2)	(3)	(4)	(5)	(9)	((6)	(10) (11)	_
56101 CLEANING SUPPLIES 56103 OPERATING SUPPLIES	4,038	3,600	3,600		3,600	3,600		
56104 UNIFORMS, CLOTHING & ACC 56105 SMALL TOOLS	3,053	4,600			4,600	4,600		
	45,239	23,650	26,		26,180	26,180	2,530	9.01
	80 5	, ה ה ה			13,000	000,61	•	,
ADVERTISING	6,100	5,000	5,000		5,000	19,500	000' h	25.8
56303 WATER RATES & SEWER	2,565	3,620			3,570	3,570	- 22	1.3-
	1,570	1,550		•	1,600	1,600	1,911	0 N.
56328 INSURANCE	53,886	57,800	41	_,	57,000	57,000	800-	1.3-
	371,773	263,000	230	2	230,750	230,750	32,250-	6.6 12.2-
56341 CUP-CHARGES 56343 RENT-LEASE OF LAND	161,458	172,000		-	170,000	170,000	2,000-	1.1
	5,407	5,000	5,000		5,000	5,000	2,000	
	16, 125	15,000	_		15,000	15,000		
RENT-LANDS RENT-LAND-WALKWAY	5,595 650	6,740 650			7,700	7,700	960 14	4.2
	45,730 165,000	75,000	132,500		75,000 132,500	75,000	43.100-	24.5-
56702 AUTOMOTIVE PARTS	100 760	02 230	05 0 10		010			
	6,213	7,000	7,000	•	7,000	7,000	2,480	Q . N
	60,853 69,663 1,467	107,900 71,640 600	104,950 71,390	5.	104,950 71,390 600	104,950	2,950-	2.7-
	1,231	900,000	60,000		000,09	000.09		
57499 R&M-OTHER 58001 OFFICE EQUIPMENT 58002 AUTOMOTIVE EQUIPMENT	108	400 5,500 5,500	400 5,500 500		400 5,500 500	5,500		

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69.1 -INCREASE/(DECREASE)
OVER 1997 ESTIMATE RESULT ====== PERCENT 21.2 3.7 1.7 2.1 31.3 21.2 27 (11) 36,751 36,180 18,083 68,072 64,179 2,777,253 MAINTENANCE 739,237 09/28/98 BUDRESUL AMOUNT (10) PAGE 1,054,353 3,303,382 269,209 5,290,321 80,300 009 22,800 15,870,963 329,153 COMMITTEE 1998 ADJUSTMENT RESULTANT APPROPRIA (6) -TION I NCREASE+ (DECREASE) COUNCIL/ (8) 5,290,321 992,530 1,054,353 3,303,382 269,209 329,153-80,300 009 22,800 15,870,963 RECOMMENDED ORIGINAL REDUCTION ESTIMATE (7) MGNT TEAM PACKAGES EXPENDITURE ESTIMATES (9) 1998 MAINTENANCE BUDGET 5,290,321 992,530 1,054,353 3,303,382 329,153-900 80,300 22,800 269,209 13,093,710 15,870,963 (2) 1,068,390-4,364,570 956,350 1,036,270 3,235,310 205,030 009 80,300 22,800 ESTIMATE 1997 (4) 1,054,354-4,232,261 907,264 1,054,354 3,301,946 1997 ACTUAL (3) 12,696,783 22,800 23,051 35,121 TOTALS COMPANY PARKING AUTHORITY OPERATING EQUIPMENT SAFETY EQUIPMENT DESCRIPTION S.C. MITIGATION SUMMARY RECORD SUMMARY RECORD SUMMARY RECORD SUMMARY RECORD SUMMARY RECORD SUMMARY RECORD **CENTRE 99999** DEPARTMENT ACCOUNT 59948 99999 99999 66666 58005 58006 66666 66666

15,870,963

13,093,710 15,870,963

12,696,783

DEPARTMENT TOTALS

2,777,253

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15,870,963

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NA CMCC	VII GOLITIA GALINGA VALABADO		1998 MAINTE	NANCE BUDGET	1998 MAINTENANCE BUDGET WORKSHEET - FORM NO.1	FORM NO.1			PAGE	28
DEPARTMENT	TAKA TAG AGILLON		ш	EXPENDITURE ESTIMATES	STIMATES				BUDRESUL 09/28/98	
		1997		1998 MAINTENANCE	MGNT TEAM RECOMMENDED REDUCTION PACKAGES	1998 ORIGINAL ESTIMATE	_	- 12	INCREASE/(DECREASE) OVER 1997 ESTIMATE MAINTENANCE RESULT AMOUNT PERCENT	CREASE) STIMATE RESULT RESULT
ACCOUNT (1)	DESCRIPTION (2)	ACTUAL (3)	ACTUAL ESTIMATE (3) (4)	BUDGET (5)	(9)	(7)	(DECREASE) (8)	(6)	(10)	(11)
8 0 1 1 0 0 0 0 0 0 0 0 0	0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0									
CITY TOTALS	TALS	16,929,044	17,458,280	20,009,092	20,009,092			20,009,092	2,550,812	14.6
GRAND TOTALS	OTALS	16,929,044		17,458,280 20,009,092		20,009,092		20,009,092	2,550,812 14.6	14.6

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COMPANY PARKING AUTHORITY
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OVER 1997 ESTIMATE OVER 1997 ESTIMATE MAINTENANCE RESULT AMOUNT PERCENT (10) (11)		8,000	8,000 4.6	8,000 4.6
1998 RESULTANT APPROPRIA -TION (9)			180,000	180,000
COUNCIL/ COMMITTEE ADJUSTMENT INCREASE+ (DECREASE)				
1998 ORIGH ESTIM		180,000	180,000	180,000
MGNT TEAM RECOMMENDED REDUCTION PACKAGES (6)			180,000	180,000
1998 MAINTENANCE BUDGET (5)		180,000	180,000	180,000
1997 ESTIMATE (4)		172,000	172,000	172,000
1997 ACTUAL (3)	RATION	160,762 16,000 5,832- 2,916- 11,980 1,500	181,494	181,494
DESCRIPTION (2)	R 90001 ADMINISTRATION	44008 ADMINISTRATION FEES 44708 U/R-JAMES & WILSON PKG 44709 PKG LOT REVENUE-FEDERAL 44710 PKG LOT REVENUE-PROVINCE 48499 OTHER REVENUES 48603 RETAIL TAX COMPENSATION	CENTRE 90001 TOTALS ==	== DEPARTMENT TOTALS ==
ACCOUNT (1)	** CENTER 90001	44008 AD 44708 U/ 44709 PK 44710 PK 48499 OT 48603 RE	CENTRE	DEPART

COMPANY PARKING AUTHORITY DEPARTMENT PERMANENT FACI	KKING AUTHORITY PERMANENT FACILITIES	ES	1998 MAINT	MAINTENANCE BUDGET REVENUE EST	WORKSHEET	FORM NO. 1		PAGE BUDRESUL 09/28/98	Ø
ACCOUNT DESCRIPTION (1)	NO	1997 ACTUAL (3)	1997 ESTIMATE (4)	1998 MAINTENANCE BUDGET (5)	MGNT TEAM 1998 RECOMMENDED ORIGII REDUCTION ESTIM PACKAGES (7)	NAL	COUNCIL/ COMMITTEE ADJUSTMENT RESULTANT APPROPRIA INCREASE+ -TION (BECREASE) (8)	INCREASE/(DECREASE) OVER 1997 ESTIMATE MAINTENANCE RESULT AMOUNT PERCENT	ECREASE) ESTIMATE RESULT PERCENT
** CENTER 91102	OTTAWA STREET	TREET	0 0 0 0 0 0 0 0 0						
44050 REVENUE		65,552	75,000						- 10.6-
CENTRE 91102	TOTALS =	65,552	75,000	67,000		67,000	67,000	8,000-	- 1
** CENTER 91103	WILSON A	AND MARY							
44050 REVENUE		5,031	9,500	5,200		5,200	5,200	0 4,300-)- 45.2- =======
CENTRE 91103	TOTALS	5,031	9,500						
** CENTER 91104	EAST AVE	AVENUE							
44050 REVENUE		5,734	7,350		1	6,000	6,000	1,350-)- 18.3- ======
CENTRE 91104	TOTALS	5,734	7,350	000,9					
** CENTER 91105	EAST 218	21ST STREET							
44050 REVENUE		6,486	6,700			6,700	6,700	0	
CENTRE 91105	TOTALS	6,486	6,700			6,700	6,700		
** CENTER 91106	MULBERRY	MULBERRY STREET							
44050 REVENUE		19,464	20,500	21,500		21,500	21,500	1,000	8.4.0
CENTRE 91106	TOTALS	19,464	20,500						
** CENTER 91107	CANNON	CANNON AND BIRCH							
44050 REVENUE		2,490	2,500			2,600			0.4.0
CENTRE 7	TOTALS	2,490	2,500	2,60		2,600	2,600		

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DEPARTMENT PERMANENT FACILITIES

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INCREASE/(DECREASE)

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											ESTIMATE
TAUGOOM	NOTTAL	Z	1997 ACTIIA	1997 ESTIMATE	1998 MAINTENANCE BUDGET	MGNT TEAM RECOMMENDED REDUCTION PACKAGES	1998 ORIGINAL ESTIMATE	COUNCIL/ COMMITTEE ADJUSTMENT INCREASE+ (DECREASE)	1998 RESULTANT APPROPRIA -TION	MAINTENANCE	RESULT
(1)	(2)		(3)	(4)	(5)	(9)	(7)	(8)	(6)	(10)	(11)
** CENTER	91108	32 EME	32 EMERALD STREET SOUTH	оптн							
44050 REVENUE	ENUE		4,141	5,700	4,500		4,500		4,500	1,200-	0- 21.0-
CENTRE 91108	91108	TOTALS	4,141		4,500		4,500	All the case of th	4,500	1,200-	
** CENTER 91110	91110	180 SH	180 SHERMAN NORTH								
44050 REVENUE	ENUE		1,970		2,100		2,100	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2,100	100	0 5.0
CENTRE 91110	91110	TOTALS	1,970	2,000	2,100		2,100			100	
** CENTED 01111	01111	11 FEBCISON	NOVIC								
							1		1	i	
44050 REVENUE	ENUE		10,899	12,000	12,500	:= ====================================	12,500	000 000 000 000 000 000 000 000 000 00	12,500	500	0 4.1
CENTRE 91111	11116	TOTALS	10,899		12,500		12,500	11 11 11 11 11 11 11 11 11 11 11 11 11		500	
** CENTER	91112	UPPER	UPPER WELLINGTON								
44050 REVENUE 44064 BILLBOA	REVENUE BILLBOARD REVENUE	ENUE	3,648 2,970						3,500		8
CENTRE 91112	91112	TOTALS	6,618	7,390	6,610		6,610		6,610	780	780- 10.5-
** CENTER	91120	KENILWORTH	ОКТН								
44050 REVENUE	ENUE		8,045	8,350	8,200		8,200		8,200	150-	150- 1.7-
CENTRE 91120	91120	TOTALS	8,045		8,200		8,200	1		150-	

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## CENTER 91121 ## CENTER 91121 ## CENTER 91121 ## CENTER 91123 ## CENTER 91123	TOTALS KENILWORTH AVEN #4, =================================	ACTUAL EST (3) (3) KENILWORTH AVENUE - POI #,316 ===================================	1997 ESTIMATE (4) PORTION S,750 1,450 T,200	1998 MAINTENANCE BUDGET (5) 1,550 1,550 6,850	MGNT TEAM 1998 RECOMMENDED ORIGINAL REDUCTION ESTIMATE PACKAGES (6) (7)	COUNCIL/ COMMITTEE SINAL ADJUSTMENT IMATE INCREASE+ (DECREASE) () (8) (8) (1) (8) (8) (8) (8) (8) (9) (9) (9) (9) (9) (9) (9) (9) (9) (9	1998 RESULTANT APPROPRIA -TION (9) 5,300 1,550 6,850	NCREASE / (DECREASE)
	ALS	23,985 1,376 25,361	33,000	26,000	26,000	26,000 26,000 ========	26,000	7,000-21.2-
** CENTER 91133 44050 REVENUE 44064 BILLBOARD REVENUE CENTRE 91133 TO	KING WE	Z,178 1,485 ====================================	2,400 1,450 3,850	2,300 1,550 1,550 3,850		2,300 1,550 ====== 3,850 ======	2,300 1,550 3,850	100- 4.1- 100 6.8 ====================================
** CENTER 91140 44050 REVENUE CENTRE 91140	BARTON A TOTALS =	AND SHERMAN 2,503 2,503 2,503	4,300 ======== 4,300 ===================================	2,500	2,500	2,500 2,500 2,500	2,500	1,800- 41.8- 1,800- 41.8-

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ACCOUNT DESCRI	DESCRIPTION (2)	1997 ACTUAL (3)	1997 ESTIMATE (4)	1998 MAINTENANCE BUDGET (5)	MGNT TEAM 1998 RECOMMENDED ORIGINAL REDUCTION ESTIMATE PACKAGES (7)	1998 ORIGINAL ESTIMATE (7)	COUNCIL/ COMMITTEE 1998 ADJUSTMENT RESULTANT APPROPRIA INCREASE+ -TION (BECREASE) (8)	1998 RESULTANT APPROPRIA -TION (9)	INCREASE/(DECREASE) OVER 1997 ESTIMATE MAINTENANCE RESULT AMOUNT PERCENT (10) (11)	CREASE) STIMATE RESULT PERCENT
** CENTER 91141		BARTON AND GROSVENOR	~							
44050 REVENUE CENTRE 91141	TOTALS	13,629	13,750	14,000		14,000		14,000	250 1.8 250 1.8	1.8
** CENTER 91142		BARTON AND BIRCH								
44050 REVENUE		9,602	11,250	10,500	10,500	10,500		10,500	750- 6.6-	-9-9 -052
CENTRE 91142	TOTALS	9,602				10,500		10,500	750	750- 6.6-

"" CENIER 91141	DANAG	BANTON AND GNOSVENON		6	-		
44050 REVENUE		13,629	13,750	14,000	14,000	14,000	250 1.8
CENTRE 91141	TOTALS		13,750		14,000	14,000	250 1.8
** CENTER 91142	BARTON	BARTON AND BIRCH					
44050 REVENUE			11,250	10,500	10,500	10,500	750- 6.6-
CENTRE 91142	TOTALS	9,602	11,250	10,500			- 4
** CENTER 91143	BARTON						
44050 REVENUE		1,324	1,650	1,500	1,500	1,500	150- 9.0-
CENTRE 91143	TOTALS		1,650	1,500	1,500		150- 9.0-
** CENTER 91144	BARTON						
44050 REVENUE			2,970	1,750	1,750		1,220- 41.0-
CENTRE 91144	TOTALS	2,821	2,970	1,750		1,750	1,220- 41.0-
** CENTER 91145	BARTON	BARTON AND BARNESDALE	LJ.				
44050 REVENUE					1,750		50 2.9
CENTRE 91145	TOTALS	1,701		1,750	1,750	1,750	
** CENTER 91146	BARTON	BARTON AND CAROLINE					
44050 REVENUE		9,980	9,830	10,500	10,500	10,500	670 6.8
CENTRE 91146	TOTALS			10,500	10,500	10,500	0.29

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INCREASE/(DECREASE) OVER 1997 ESTIMATE 1998 MAINTENANCE RESULT APPROPRIA AMOUNT PERCENT		5,000 810 19.3			1,550 100 6.8	1,550 100		43,940	93,110 44,160 90.2		4,550-	48,000 4,550 8.6-		42,180	714,680 42,180 6.2
COUNCIL/ COMMITTEE ADJUSTMENT RE INCREASE+ -1 (DECREASE)					1 1 1 1 1 1 1										
TEAM 1998 IMENDED ORIGINAL STION ESTIMATE GES		 	5,000		1,550				93,110			48,000			714,680 ====================================
MGNT RECOM REDUC PACKA	·		5,000		1,550				93,110			48,000			680
1998 MAINTENANCE BUDGET (5)								6						_	00 714,680 ====================================
1997 EST I MATE (4)			4,190	H		1,450			48,950			52,550	KADE		672,500
1997 ACTUAL (3)	540 BARTON EAST	4,599	4,599	1366-68 BARTON EAST	1,485	1,485	JOHN AND REBECCA	83,935 2,970 924	87,829	14 VINE STREET	46,476	46,476	YORK BOULEVARD PARKADE	438,679 1,083 395,000	834,762
TION	540 BAF		TOTALS	1366-68	EVENUE	TOTALS	JOHN A	EVENUE	TOTALS	14 VINE		TOTALS	YORK BO	REVENUE PARK-IN-THE-HEART LOSS OF REV-FREE PARKING	TOTALS
DESCRIPTION (2)	ER 91147	EVENUE	CENTRE 91147	TER 91149	44064 BILLBOARD REVENUE	CENTRE 91149	TER 91150	REVENUE BILLBOARD REVENUE COURTESY ENVELOPES	CENTRE 91150	rer 91151	EVENUE	CENTRE 91151	TER 91152	REVENUE ARK-IN-THE- OSS OF REV-	CENTRE 91152
ACCOUNT (1)	** CENTER	44050 REVENUE	CENTR	** CENTER	##00##	CENTR	** CENTER	44050 REVENUE 44064 BILLBOA 44066 COURTES	CENTR	** CENTER	44050 REVENUE	CENTR	** CENTER	44050 REVENUE 44080 PARK-IN 44820 LOSS OF	CENTR

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COMPANY PARKING AUTHORITY

PAGE BUDRESUL 09/28/98

INCREASE/(DECREASE)
OVER 1997 ESTIMATE RESULT PERCENT (11) MAINTENANCE AMOUNT (10) COUNCIL/
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ADJUSTMENT RESULTANT
APPROPRIA (6) -TION (DECREASE)
(8) INCREASE+ MGNT TEAM 1998
RECOMMENDED ORIGINAL
REDUCTION ESTIMATE
PACKAGES (2) (9) MAINTENANCE BUDGET (5) 1997 ESTIMATE (4) 1997 ACTUAL (3) DEPARTMENT PERMANENT FACILITIES DESCRIPTION (2) ACCOUNT (1)

38 000- 28 7-		38,000-28.7-		1,500- 26.5-	1,500- 26.5-		1,000-17.8-	1,000-17.8-		1,000- 9.5-	1,000- 9.5-		450- 13.8-	450- 13.8-
6		94,000		4,150	4,150		009'th	4,600		9,500	9,500		2,800	2,800
6	000,4%	000' h6		4,150	4,150		14,600	4,600		9,500	9,500		2,800	2,800
	94,000			4,150			4,600			9,500			2,800	2,800
	132,000		ž	5,650			5,600		LINGTON	10,500			3,250	3,250
KING WILLIAM AND MARY	88,899		207-211 HUGHSON ST.		μ,077	77 MARY ST. N.		4,475 5,600	KING WILLIAM AND WELLINGTON	9,126		EAST AVENUE AT KING	2,655	2,655 3,250
KING W	HEART	TOTALS	207-21		TOTALS	77 MAR		TOTALS	KING W		TOTALS	EAST A		TOTALS
** CENTER 91153	44050 REVENUE 44080 PARK-IN-THE-HEART	CENTRE 91153	** CENTER 91155	44050 REVENUE	CENTRE 91155	** CENTER 91156	44050 REVENUE	CENTRE 91156	** CENTER 91157	44050 REVENUE	CENTRE 91157	** CENTER 91158	44050 REVENUE	CENTRE 91158

PAGE 8 BUDRESUL 09/28/98	INCREASE/(DECREASE) OVER 1997 ESTIMATE
	COUNCIL/ COMMITTEE 1998 ADJUSTMENT RESULTANT APPROPRIA
FORM NO.1	1998 ORIGINAL ESTIMATE
WORKSHEET -	MGNT TEAM 1998 RECOMMENDED ORIGINAL REDUCTION ESTIMATE PACKAGES
1998 MAINTENANCE BUDGET WORKSHEET - FORM NO.1 REVENUE ESTIMATES	1998 MAINTENANCE
1998 M	1997
	1997
COMPANY PARKING AUTHORITY DEPARTMENT PERMANENT FACILITIES	
COMPA	

(11)

(10)

(6)

INCREASE+ (DECREASE)

(2)

(9)

1998 MAINTENANCE BUDGET (5)

1997 ESTIMATE (4)

1997 ACTUAL (3)

DESCRIPTION (2)

ACCOUNT (1)

** CENTER 91159	KING	KING AND HESS					
44050 REVENUE		14,881	15,140	15,200	15,200	15,200	60 .3
CENTRE 91159	TOTALS	14,881	15,140			15,200	.3
** CENTER 91160	MAIN	MAIN AND BALMORAL					
44050 REVENUE 44064 BILLBOARD REVENUE	EVENUE	7,037	8,200			7,150	1,050- 12.8-
CENTRE 91160	TOTALS	8,522	9,650	8,700	8,700		950-
** CENTER 91161	MAIN	MAIN AND HUXLEY					
44050 REVENUE		11,815	13,250	12,500	12,500	12,500	750- 5.6-
CENTRE 91161	TOTALS	11,815	13,250	12,500	12,500		750-
** CENTER 91162	MAIN	MAIN AND OTTAWA					
44050 REVENUE 44064 BILLBOARD REVENUE	EVENUE	1,701			1,780	1,780	1,420- 44.3- 220 7.6
CENTRE 91162	TOTALS	4,671	060,9	4,890	4,890	η, 890	1
** CENTER 91163	MAIN	MAIN AND FERGUSON					
44050 REVENUE 44064 BILLBOARD REVENUE	EVENUE	1,485		49,000	49,000	49,000	6,000-10.9-
CENTRE 91163	TOTALS	49,616	56,450	50,550	50,550	50,550	5,900- 10.4-

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REVENUE ESTIMATES

DEPARTMENT PERMANENT FACILITIES

PAGE BUDRESUL 09/28/98

ACCOUNT (1)	DESCRIPTION (2)	NO	1997 ACTUAL (3)	1997 ESTIMATE (4)	1998 MAINTENANCE BUDGET (5)	MGNT TEAM 1998 RECOMMENDED ORIGINAL REDUCTION ESTIMATE PACKAGES (6)	COUNCIL/ COMMITTEE ADJUSTMENT RE INCREASE+ -1 (DECREASE)	1998 RESULTANT APPROPRIA -TION	OVER 1997 ESTIMATE OVER 1997 ESTIMATE MAINTENANCE RESULT AMOUNT PERCENT (10) (11)
** CENTER	91164	MAIN	MAIN AND GARSIDE						
44050 REVENUE	ENUE		4,672	5,300	4,700	4,700	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4,700	600- 11.3-
CENTRE 91164	91164	TOTALS	4,672	5,300	4,700			4,700	
** CENTER	91165	MAINA	MAIN AND TUXEDO						
44050 REV	44050 REVENUE 44064 BILLBOARD REVENUE	ENUE	4,577	5,850				4,800	1,050-17.9-
CENTRE 91165	91165	TOTALS	7,547	8,740	7,910	7,910		7,910	1
** CENTER	91166	MAIN	MAIN AND COPE						
44050 REVENUE 44064 BILLBOA	44050 REVENUE 44064 BILLBOARD REVENUE	ENUE	2,827	3,100				3,000	100- 3.2-
CENTRE 91166	91166	TOTALS	5,797	5,990	6,110	6,110		6,110	120
** CENTER	1 91167	1366 P	1366 MAIN STREET EAST	H					
44050 REVENUE	ENUE		5,930	7,250	6,100	6,100		6,100	1,150- 15.8-
CENTRE 91167	91167	TOTALS	5,930	7,250	6,100			6,100	
** CENTER	91168	CATHER	CATHERINE AND HUNTER						
44050 REVENUE	REVENUE COURTESY ENVELOPES	OPES	30,540 23,500	23,500	31,000	31,000	10 20 10 10 10 10 10 10 10 10 10 10 10 10 10	31,000	7,500 31.9

7,500 31.9

30,562 23,500 31,000 31,000 31,000

TOTALS

CENTRE 91168

COMPANY PARKING AUTHORITY DEPARTMENT PERMANENT FACIL (1) ** CENTER 91198 KING 44050 REVENUE 44066 COURTESY ENVELOPES 44080 PARK-IN-THE-HEART CENTRE 91198 TOTALS ** CENTER 91199	PERMANENT FACILITIES SCRIPTION (2) 1198 KING AND B E SY ENVELOPES N-THE-HEART 1199 402 BARTON	FACILITIES 1997 ACTUAL (3) KING AND BAY 271,245 4,909 141 =================================	1998 EST 18 (4)	REVENUE ESTIMATES REVENUE ESTIMATES MGNT RECOM 1998 REDUC BUDGET (5) (6) (5) (6) 280,500 280,500	MAINTENANCE BUDGET WORKSHEET - FORM NO.1 REVENUE ESTIMATES MGNT TEAM 1998 RECOMMENDED ORIGINAL RECOMMENDED ORIGINAL RECOMMENDED ORIGINAL RECOMMENDED ORIGINAL RECOMMENDED ORIGINAL (5) (6) (7) (7) (5) (6) (7) (7) (8) (8) (8) (9) (8) (9) (9) (9) (9) (9) (9) (9) (9) (9) (9	COUNCIL/ COMMITTEE AL ADJUSTMENT TE INCREASE+ (DECREASE) (8) (8) 500 =================================	1998 APPROPRIA -TION (9) 280,500	PAGE 12 BUDRESUL 09/28/98 INCREASE/(DECREASE) OVER 1997 ESTIMATE MAINTENANCE RESULT AMOUNT PERCENT (10) (11) 25,500 10.0
44050 REVENUE		3,804	4,850	4,050 4,050	4,050	4,050	4,050	800- 16.4-
CENTRE 91199	TOTALS	3,804		4,050		4,050	4,050	800- 16.4-

61,590 3.0

2,201,096 2,041,480 2,103,070 2,103,070 2,103,070 2,103,070

DEPARTMENT TOTALS

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REVENUE ESTIMATES

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COMPANY PARKING AUTHORITY
DEPARTMENT URBAN RENEWAL LOT

OVER 1997 ESTIMATE OVER 1997 ESTIMATE MAINTENANCE RESULT AMOUNT PERCENT (10) (11)		10,140-25.2-	10,140-25.2-	10,140-25.2-
1998 RESULTANT APPROPRIA -TION (9)		29,950	29,950	29,950
COUNCIL/ COMMITTEE ADJUSTMENT INCREASE+ (DECREASE)		29,950		29,950 29,950 29,950 29,950 59,950 59,950 59,950
1998 ORIGINAL ESTIMATE		29,950	29,950	29,950
MGNT TEAM 1998 RECOMMENDED ORIGINAL REDUCTION ESTIMATE PACKAGES (6)				
1998 MAINTENANCE BUDGET (5)		29,950	29,950	29,950
1997 ESTIMATE (4)		060,04	060,04	40,090
1997 ACTUAL (3)	JAMES AND WILSON	27,495	28,902	28,902 40,090
DESCRIPTION (2)	0 0 0 0	44050 REVENUE 44066 COURTESY ENVELOPES	310 TOTALS	T TOTALS
ACCOUNT (1)	** CENTER 92310	44050 REVENUE 44066 COURTES	CENTRE 92310	DEPARTMENT TOTALS

PAGE 14 BUDRESUL 09/28/98	INCREASE/(DECREASE) OVER 1997 ESTIMATE MAINTENANCE RESULT THE STREET AMOUNT PERCENT	(5) (6) (7) (8) (9) (11)
	1998 RESULTANT APPROPRIA -TION	(6)
		(8)
FORM NO.1	1998 ORIGINAL ESTIMATE	(7)
WORKSHEET -	MGNT TEAM 1998 RECOMMENDED ORIGINAL REDUCTION ESTIMATE PACKAGES	(9)
1998 MAINTENANCE BUDGET WORKSHEET - FORM NO.1 REVENUE ESTIMATES	1998 MAINTENANCE BUDGET	
1998 MAINT	1997 ESTIMATE	(4)
	1997 ACTUAL	(3)
COMPANY PARKING AUTHORITY DEPARTMENT CITY-OWNED LOTS	DESCRIPTION	(1) (2) (4)
COMPANY	ACCOUNT	(1)

** CENTER 93410	HAM PL	HAM PLACE/ELLEN FAIRCLOUGH BLDG-UNDRGRND	CLOUGH BLDG-	UNDRGRND						
44050 REVENUE 44066 COURTESY ENVELOPES 44080 PARK-IN-THE-HEART	es 3T	1,071,319	1,108,000	1,087,800		1,087,800		1,087,800	20,200- 1.8-	18.
CENTRE 93410 T	TOTALS	1,071,746 1,108,000	11 0 11	1,087,800	1,087,800	1,087,800	11 11 11 11 11 11 11 11 11 11 11 11 11	1,087,800	20,200- 1.8-	1.8-
DEPARTMENT TOTALS		1,071,746 1,108,000	1,071,746 1,108,000 1,087,800	1,087,800	# 11 11 11 12 11 13 11 14 11 14 11 14 11 17 11	1,087,800		1,087,800	20,200- 1.8-	1.8-

COMPANY PARKING AUTHORITY		1998 MAIN	1998 MAINIENANCE BUDGE! WORKSHEE! - FORM NO.!	WORKSHEE! =	FORM NO.			PAGE	15
DEPARTMENT SURPLUS/DEFICIT			REVENUE ESTIMATES	IMATES				BUDRESUL 09/28/98	
						COUNCIL		INCREASE/(DECREASE) OVER 1997 ESTIMATE	ECREASE) ESTIMATE
				MGNT TEAM 1998 RECOMMENDED ORIGINAL	1998 ORIGINAL	COMMITTEE		MAINTENANCE RESULT	RESULT
	1997		1998 MAINTENANCE	REDUCTION PACKAGES	ESTIMATE	INCREASE+	APPROPRIA -TION	AMOUNT	PERCENT
ACCOUNT DESCRIPTION (1) (2)	ACTUAL (3)	ESTIMATE (4)	BUDGET (5)	(9)	(7)	(DECREASE) (8)	(6)	(10)	(11)

	11 11 11 11	28 21 40 60 60		
	11	## ## ## ## ## ## ## ## ## ## ## ## ##		
	81 81 11 83 81 81 11 11 11	=======================================	## ## ## ## ## ## ## ##	
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	: :: :: :: :: :: :: :: :: ::			
	11 12 13 14 14 15 11 11 11			
ESERVE FUND	## ## ## ## ## ## ## ## ## ## ## ## ##		11 11 11 14 14 11 11 11	
OFF STREET PARKING RESERVE FUND	16,303	16,303	16,303	
OFF STR		TOTALS		
** CENTER 94510	47029 RECOV-PROV SHARE 33.13%	CENTRE 94510	DEPARTMENT TOTALS	

COMPANY PARKING AUTHORITY DEPARTMENT PARKING AUTHORITY	RITY		1998 MAINTE	ENANCE BUDGET WORKS REVENUE ESTIMATES	MAINTENANCE BUDGET WORKSHEET - FORM NO.1 REVENUE ESTIMATES	1 NO. 1			PAGE BUDRESUL 09/28/98	16
ACCOUNT DESCRIPTION (1) (2)		1997 ACTUAL (3)	1997 ESTIMATE (4)	1998 MAINTENANCE BUDGET (5)	MGNT TEAM 19 RECOMMENDED OR I REDUCTION EST PACKAGES (6)	1998 COM ORIGINAL ADJ ESTIMATE INC (DE	COUNCIL/ COMMITTEE ADJUSTMENT INCREASE+ (DECREASE)	1998 RESULTANT APPROPRIA -TION	OVER 1997 ESTIMATE OVER 1997 ESTIMATE MAINTENANCE RESULT AMOUNT PERCENT	CREASE) STIMATE RESULT PERCENT
** CENTER 95001	ON-STREET PARKING	ARK I NG								
40010 ON STREET METER REVENUE 44080 PARK-IN-THE-HEART		906,105	945,000	910,000		910,000	1 1 1 1 1 1	910,000	35,000-	3.7-
CENTRE 95001 TO	TOTALS =====	907,007	907,007 945,000				# # # # # # # # # #	910,000	35,000-3.7-	3.7-
DEPARTMENT TOTALS		907,007	907,007 945,000	910,000	910,000			910,000	35,000-3.7-	3.7-

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COMPANY PARKING AUTHORITY

DEPARTMENT

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PAGE BUDRESUL 09/28/98 INCREASE/(DECREASE)
OVER 1997 ESTIMATE MAINTENANCE RESULT PERCENT (11) AMOUNT (10) COUNCIL/
COMMITTEE 1998
ADJUSTMENT RESULTANT
APPROPRIA
THE APPROPRIA
THE APPROPRIA (6) (DECREASE+
(DECREASE)
(8) MGNT TEAM 1998
RECOMMENDED ORIGINAL
REDUCTION ESTIMATE
PACKAGES (7) (9) 1998 MAINTENANCE BUDGET (5) 1997 EST I MATE (4) 1997 ACTUAL (3) DESCRIPTION (2) ACCOUNT (1)

1	5,000 8,000 1.64,745 1,820 7.4		538,695 4.1
	950,000 180,000 3,329,725 26,410		13,458,405
	950,000 180,000 3,329,725 26,410	4,486,135 1,130,000 3,356,135 ====================================	13,458,405
	950,000 180,000 3,329,725 26,410	4,486,135 1,130,000 3,356,135 ====================================	
₹E	945,000 172,000 3,164,980 24,590	4,306,570 1,117,000 3,189,570	
COMPANY SUMMARY CENTRE	2,862,807 2,862,807 25,245 14,468 5,126 16,000 5,832- 2,916-	11,980 1,500 1,001,548 1,087,599 2,923,949	11 11 11
** CENTER 99999 COMPANY	40010 ON STREET METER REVENUE 44008 ADMINISTRATION FEES 44050 REVENUE 44064 BILLBOARD REVENUE 44066 COURTESY ENVELOPES 44080 PARK-IN-THE-HEART 44709 PKG LOT REVENUE-FEDERAL 44710 PKG LOT REVENUE-FEDERAL 44710 PKG LOT REVENUE-FEDERAL	OTHER REVENUES RETAIL TAX COMPENSATION SUMMARY RECORD SUMMARY RECORD TOTAL	OTALS

1998 MAINTENANCE BUDGET WORKSHEET - FORM NO.1 REVENUE ESTIMATES	COUNCIL/ MGNT TEAM 1998 COMMITTEE 1998 TECOMMENDED ORIGINAL ADJUSTMENT RESULTANT 1997 HAINTENANCE PACKAGES (DECREASE+ -TION (3) (4) (5) (6)	92 17,226,280 17,769,225 17,769,225 17,226,225 17,226,225 17,226,225 17,769,225	92 17,226,280 17,769,225 17,769,225 17,769,225
COMPANY PARKING AUTHORITY DEPARTMENT	ACCOUNT DESCRIPTION ACT	CITY TOTALS 16,441,192	GRAND TOTALS 16,441,192





CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1998 November 30th 9:30 o'clock a.m. Room 233, City Hall

AGENDA:

A. ADOPTION OF THE MINUTES

Adoption of the minutes of the Transport and Environment Committee meeting held 1998 November 2nd

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

- i. Parking Regulations
 - (a) No. 508 Dunsmure Road Request for a Wheelchair Loading Zone
 - (b) Brant Street between Wentworth Street North and Niagara Street
 - (c) Tragina Avenue North between Britannia Avenue and the Pipeline Park
 - (d) No. 144 Ray Street North
 Request for a Reserved "Permit Parking"
 Space for a Disabled Resident
 - (e) Bay Street North between Strachan Street and Burlington Street West
 - (f) No. 409 Fairfield Avenue
 Request for a Reserved "Permit Parking" Space for a Disabled Resident
 - (g) No. 11 Ferndale Avenue
 Request to Relocate the Existing Wheelchair Loading Zone
 - (h) Colin Crescent
 - (i) Napier Street between Pearl Street North and Ray Street North



Transport and Environment Committee - 2 - Monday, 1998 November 30th Consent Agenda

ii. Intersection Control

Intersection of Republic Avenue and Brigade Drive

iii. Miscellaneous

- (a) Contractual Parking Enforcement Services for 1999
- (b) North side of Brampton Street, west of Brighton Avenue No Stopping Driveway Clearance
- (c) Taxi Stand on Hess Street North adjacent to Hess Street School
- (d) Supply and Delivery of Sign Sheeting during 1999
- (e) Confederation Park Bus Route Bus Stop Installations

iv. City Engineer

- (a) To incorporate certain City land into the alley running east from Hughson Street and north of Main Street by By-law
- (b) 1998 Servicing Expenditures Related to Subdivisions

v. **Public Works**

- (a) Rental of Additional Labour and Equipment for Snow Removal 1997/1998 1998/1999 1999/2000
- (b) Annual Supply and Delivery of Treated Sand

vi. Parking Services

- (a) Lease of Regional Lands at Nos. 77-79 Mary Street for the purpose of operating Two Municipal Car Parks
- (b) Municipal Car Park No. 39A, 314 Grosvenor Avenue North
- (c) Car Park No. 7, Main Street East and Ferguson Avenue and Car Park No. 8, King Street East and Jarvis Street Rate Structures



Transport and Environment Committee - 3 - Monday, 1998 November 30th Consent Agenda

C. MUNICIPAL CLERK

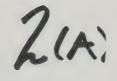
Bus Shelter Installation Upper Wentworth Street at Mohawk Road East

D. <u>SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE</u>

Information Items



Monday, 1998 November 2nd 9:30 o'clock a.m. Room 233, City Hall



The Transport and Environment Committee met.

Present: Alderman C. Collins, Chairman

Alderman D. Wilson, Vice-Chairman

Alderman M. Kiss Alderman A. Horwath Alderman B. Morelli Alderman T. Jackson Alderman T. Anderson Alderman F. D'Amico

Absent: Mayor R. M. Morrow, City Business

Also Present: Alderman R. Corsini Alderman d. Haining

B. Price, Hamilton Safety Council

D Lobo, Commissioner of Public Works and Traffic

C. Firth-Eagland

M. Hazell, Public Works and Traffic Department

G. Aston, Roads Division K. C. Christenson, Secretary

1. **DELEGATION:**

Proposed Closure:

1st North/Sound Unassumed Allev

West of Avondale Street from the South Limit of No. 221 Avondale, northerly to the previously closed North/South Alley

The Committee was in receipt of a report dated 1998 October 27th from the Commissioner of Public Works and Traffic respecting the subject matter.

The applicant, Mr. E. Vaise appeared before the Committee with his lawyer Mr. M. Mazza and detailed the reasons for his application to close the alley.

Following discussion, it was moved by Alderman Wilson and seconded by Alderman Horwath that the item be tabled in order that staff report back on other possible options to resolve this situation. The motion lost.

Following further discussion, the Committee approved the following recommendation:

That the application of 1233782 Ontario Inc. (219-233 Avondale Street) to stop-up, close and sell the first north/south unassumed alley west of Avondale Street, from the south limit of No. 221 Avondale Street, northerly to the previously closed north/south alley, be denied.

2. **CONSENT AGENDA**

ADOPTION OF THE MINUTES A.

- The minutes of the Transport and Environment Committee meeting held 1998 (i) October 5th were adopted as circulated to the members of the Committee.
- The minutes of the Special Transport and Environment Committee meeting held (ii) 1998 October 13th were adopted as circulated to the members of the Committee.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(i) Parking Regulations

(a) No. 280 Hughson Street North

The Committee was in receipt of a report dated 1998 October 22nd from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking, 8:00 a.m. to 5:00 p.m. Monday to Friday" regulation on the east side of Hughson Street North commencing 53 feet south of Murray Street and extending to a point 21 feet southerly therefrom, be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) No. 260 Montmorency Drive, Unit 310 Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 October 22nd from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the north side of Montmorency Drive commencing 312 feet west of the extended west curb line of Montmorency Drive and extending to a point 18 feet westerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) No. 399 Avondale Street Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 October 15th from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the west side of Avondale Street, commencing at a point 25 feet south of Gertrude Street and extending to a point 21 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,
- (b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Isabelle Grant, No. 399 Avondale Street.

(d) Bobolink Road Adjacent to Cardinal Heights School

The Committee was in receipt of a report dated 1998 October 1st from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m. Monday to Saturday" regulation on the south side of Bobolink Road commencing at a point 40 feet east of Meadowlark Drive and extending 120 feet easterly be extended a further 70 feet easterly, and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) No. 485 Dundurn Street South Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 October 14th from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of Dundurn Street South commencing at a point 139 feet south of South Street and extending to a point 18 feet southerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) No. 81 East 24th Street Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 October 20th from the Commissioner of Public Works and Traffic respecting the subject matter

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the east side of East 24th Street commencing at a point 240 feet south of Crockett Street and extending to a point 26 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,
- (b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Mercanti, No. 81 East 24th Street.

(g) No. 69 Francis Street Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 October 21st from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the north side of Francis Street commencing at a point 93 feet west of Cheever Street and extending to a point 22 feet westerly therefrom, and on the south side of Francis Street commencing at a point 76 feet west of Cheever Street and extending to a point 18 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,
- (b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Laurina Oliveira, No. 69 Francis Street.

(h) No. 410 Dundurn Street South
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1998 October 21st from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the west side of Dundurn Street South commencing at a point 268 feet north of Glenside Avenue and extending to a point 20 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,
- (b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. George Vacarchuk, No. 410 Dundurn Street South.

(ii) Intersection Control

(a) Intersection of Acadia Drive and Mapleridge Drive

The Committee was in receipt of a report dated 1998 October 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That southbound traffic on Mapleridge Drive be required to stop for eastbound and westbound traffic on Acadia Drive, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) Intersection of Crerar Drive and Elk Court/Resolute Drive

The Committee was in receipt of a report dated 1998 October 22nd from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That eastbound traffic on Elk Court and westbound traffic on Resolute Drive be required to stop for northbound and southbound traffic on Crerar Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) Cumberland Avenue – Stop Sign Placements

The Committee was in receipt of a report dated 1998 October 24th from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That stop signs be erected on Cumberland Avenue at Prospect Street, Norway Avenue, Holton Avenue and Burris Street, and that the City Traffic By-law No. 89-72 be amended accordingly.

(iii) Miscellaneous

(a) No. 83 Parkplaza Drive - Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1998 October 25th from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a full-time "Wheelchair Loading Zone" regulation be implemented on the north side of Parkplaza Drive, commencing at a point 151 feet east of Grand Oaks Drive and extending to a point 33 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) Wheelchair Loading Zone on Thorner Drive adjacent to Thornbrae School

The Committee was in receipt of a report dated 1998 October 1st from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Thorner Drive commencing at a point 103 feet west of Deerborn Drive and extending 30 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) School Bus Loading Zone on Munroe Street adjacent to Robert Land School

The Committee was in receipt of a report dated 1998 October 20th from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of Munroe Street commencing at a point 184 feet east of Wentworth Street North and extending 50 feet easterly, and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) School Bus Loading Zones on Central Avenue and Wexford Avenue adjacent to A.M. Cunningham School

The Committee was in receipt of a report dated 1998 October 21st from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "School Bus Loading Zone, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the south side of Central Avenue commencing at a point 40 feet east of Houghton Avenue and extending 30 feet easterly; and,
- (b) That a "School Bus Loading Zone, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the west side of Wexford Avenue commencing at a point 210 feet south of Central Avenue and extending 60 feet southerly; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(e) Closure of Traffic Capital Projects

The Committee was in receipt of a report dated 1998 October 20th from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the City Treasurer be directed to close the following Capital Project accounts:

Capital Centre #	Project Description	Authorized Gross Cost	Expended/ Committee To Date	Balance Available	Source of Funding
759649025	Traffic Sign Replacement (1996)	75,000.00	75,000.00	Nil	Res-Cap Projects
759749028	Traffic Sign Replacement (1997)	75,000.00	75,000.00	Nil	Res-Cap Projects
759651021	Traffic Signal Modernization (1996)	74,000.00	74,000.00	Nil	Res-Dev Charges

(f) City of Hamilton Snow Route System

The Committee was in receipt of a report dated 1998 October 23rd from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That Woodward Avenue between Barton Street East and Melvin Avenue be designated as a Snow Route; and,
- (b) That the Snow Route designation respecting Bigwin Road between Pritchard Road and Anchor Road be rescinded; and,
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(g) Local Improvement By-law Construction of a Concrete Sidewalk on the East Side of Main Street West Along the Frontage of 1898 Main Street West

The Committee was in receipt of a report dated 1998 October 8th from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the by-law be enacted to authorize construction of local improvements of a concrete sidewalk on the east side of Main Street West along the frontage of No. 1898 Main Street West.

(h) Annual Supply and Delivery of Highway Salt (Sodium Chloride)

The Committee was in receipt of a report dated 1998 October 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That purchase orders be issued for the supply and delivery of highway salt as and when required for the 1998–1999, 1999–2000, 2000–2001 Winter Seasons by the Department of Public Works and Traffic in accordance with specifications issued by purchasing and vendors' tenders and be financed through Stock Materials Account No. CH56197 60999 as follows:

Sifto Canada	1998	<u>1999</u>	2000
Highway Salt - delivered by truck	\$42.25/tonne	\$43.25/tonne	\$44.35/tonne

(i) Municipal Car Park No. 58, 1368 Barton Street East

The Committee was in receipt of a report dated 1998 October 16th from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

- (a) That Municipal Car Park No. 58, No. 1368 Barton Street East, be reopened on a trial basis for four months; and,
- (b) That staff be directed to report back on the financial viability of keeping this municipal car park open on a permanent basis at the end of the four month trial period.

(j) Rate Structure, Car Park #5, south-west corner of King William Street and Walnut Street

The Committee was in receipt of a report dated 1998 October 19th from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the daily parking rate at Car Park No. 5, south-west corner of King William Street and Walnut Street be increased from \$2 to \$3, and that the Municipal Parking Facilities By-law No. 98-110 be amended accordingly.

iv. City Engineer

(a) Encroachment Agreements

The Committee was in receipt of a report dated 1998 October 21st from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as outlined on Appendix "A", appended hereto, be approved during the pleasure of Council, provided:

- (a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,
- (b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,
- (c) That the first year fees and subsequent annual fees as outlined in Appendix "A" be set for the encroachments.

(b) 1998 Servicing Expenditures Related to Subdivisions

The Committee was in receipt of a report dated 1998 October 1st from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That Section 20 of the Eleventh Report of the Transport and Environment Committee for 1997 adopted by City Council on 1997 October 14th, be amended by deleting the following in Sub-Section (a):

"Wellington Meadows – Phase 1, Hamilton City's Share – Nil, - Owner's Share \$79,185.29"; and,

(b) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in

Wellington Meadows - Phase 1, Hamilton City's Share - Nil, - Owner's Share \$ 166,875.68; and,

- (c) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owner of "Wellington Meadows -Phase 1", Hamilton as well as and any other related documents for this Subdivision subject to the approval of the City Solicitor; and,
- (d) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement has been registered; and,
- (e) In the event that the Owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered the Owner should be allowed to do so at their own risk provided that the Owner enters into a standard agreement with the City of Hamilton for pre-servicing.

(c) To incorporate certain City land into a pedestrian walkway by By-law - Parts 1 & 2, Plan 62R-13829

The Committee was in receipt of a report dated 1998 October 20th from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into a pedestrian walkway:

Parts 1 and 2 Plan 62R-13829

- (b) That the by-law to carry out the incorporation of the said land into the pedestrian walkway be prepared to the satisfaction of the City Solicitor and be enacted by Council; and,
- (c) That the establishing by-law be submitted to the Regional Municipality of Hamilton-Wentworth; and,
- (d) That the Commissioner of Transportation be authorized and directed to register the by-law.

C. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Items

The Committee was in receipt of a report from the Secretary, Transport and Environment Committee dated 1998 November 2nd respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports previously distributed to the Transport and Environment Committee, be received.

<u>Date</u>	From	<u>Subject</u>	<u>Date</u> <u>Distributed</u>
September 25 th	Commissioner of Public Works and Traffic	Public Works and Traffic Department Status Report as at 1998 July 31st	1998 October 6 th
October	Ontario Good Roads Association	Bulletin	1998 October 6th
September 30 th	Commissioner of Public Works and Traffic	Locke Street between Canada and Hunter Streets City of Hamilton Partial Road Closure	1998 October 8 th
October 22 nd	Commissioner of Public Works and Traffic	Smart Moves Demonstration Project	1998 October 26 th

3. <u>COMMISSIONER OF PUBLIC WORKS AND TRAFFIC</u>

TRAFFIC DIVISION

(a) Parking for Services in Kind - Hamilton Bulldogs Hockey Club

The Committee was in receipt of a report dated 1998 October 16th from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

- (a) That, in accordance with the current City Council policy respecting "parking for services in kind", the request of the Hamilton Bulldogs Hockey Club, to provide two 8-foot dasher boards to promote City sponsored events, 1 full page souvenir program ad for City sponsored events, 6 club seats for 40 home games and public announcement and message centre announcements for City sponsored events (\$15,000 value) in exchange for 48 parking passes (a \$15,250 value consisting of 14 passes for the York Boulevard Parkade, 17 passes for the Bay and Cannon Streets lot, and 17 passes for the Convention Centre parking garage) for the 1998-1999 season, be approved; and,
- (b) (i) That approval be given to continue the past practice of revenue sharing on a 50/50 basis with the Hamilton Bulldogs Hockey Club for game night parking revenues (for those revenues accrued from 90 minutes prior to game time) for:
 - lot #66 (Bay and Cannon Streets)
 - lot #67 (Queen and Hess Streets)
 - lot #80 (Bay and King Streets); and,
 - (ii) as well as for the estimated number of cars parked at lots #37 (Convention Centre Parking Garage) and #68 (York Parkade) for the purpose of attending the hockey games.

(b) Free On Street Metered Parking in the Downtown for the Month of December 1998

The Committee was in receipt of a report dated 1998 October 29th from the Commissioner of Public Works and Traffic respecting the subject matter, which was distributed at the meeting.

Mr. Hazel reviewed the report and discussion ensued on providing free parking in other business areas around the city.

Following considerable debate, the Committee approved the following amended recommendation:

- (a) That free on-street parking in the downtown core (500 metered parking spaces in the area bounded by Bay, York/Wilson, Wellington and Jackson) be offered and that the financing required to cover the lost revenues (approximately \$61,000) be found within the Department of Public Works and Traffic operating budget or any budget surplus; and,
- (b) That should the required funding not be available through the sources indicated in Sub-Section (a), the Finance and Administration Committee be requested to recommend the method of financing; and,

- (c) That on-street parking in the downtown core be limited to 2 hours from 8:00 a.m. to 6:00 p.m., Monday to Saturday; and,
- (d) That the City Traffic By-law No. 89-72 be amended accordingly; and,
- (e) That the Regional Council be requested to amend the Regional Traffic By-law R89-038; and,
- (f) That parking be free in Carpark #7 (Main and Ferguson) after 6:00 p.m. and on Saturdays; and,
- (g) That staff report back, after consultation with various stakeholders such as the International Village and Downtown BIAs, with the results of the experiment; and,
- (h) That staff investigate and report back on the additional costs associated with providing free on street parking for the month of December in the downtown area bounded by Queen Street to Wellington Street and Hunter Street to Cannon Street; and,
- (i) That staff investigate and report back on the additional costs and viability of providing free on street parking for the month of December in all Business Improvement Areas.

4. OTHER BUSINESS

(a) City Council Correspondence Ainslie Wood/Westdale Community Association Neighbourhood Concerns

The Committee was in receipt of correspondence dated 1998 September 30th from the Acting City Clerk respecting the subject matter.

The Committee approved that the item be referred to the Commissioner of Public Works and Traffic.

(b) Regional Council Correspondence Rationalization of Regional Road System

The Committee was in receipt of correspondence dated 1998 October 16th from the Regional Clerk's Office respecting the subject matter.

The Committee approved that the Commissioner of Public Works and Traffic be directed to report back on this issue.

(c) Smart Moves Downtown Demonstration Project Implementation

The Committee was in receipt of correspondence from the Acting City Clerk dated 1998 October 28th respecting the subject matter.

Following brief discussion, the Committee approved that the Commissioner of Public Works and Traffic be directed to report back on this issue at the next meeting.

5. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

ALDERMAN C. COLLINS, CHAIRMAN TRANSPORT AND ENVIRONMENT COMMITTEE

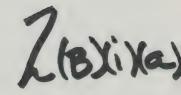
Kevin C. Christenson, Secretary

1998 November 2nd

/mjw

CITY OF HAMILTON

- RECOMMENDATION -



DATE:

1998 November 19

File No. TEC-313-98 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 508 Dunsmure Road - Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a "Wheelchair Loading Zone, 8:00 a.m. to 6:00 p.m., Seven Days a Week" regulation be implemented on the west side of Edgemont Street North commencing at a point 23 feet south of Dunsmure Road and extending to a point 26 feet southerly the refrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

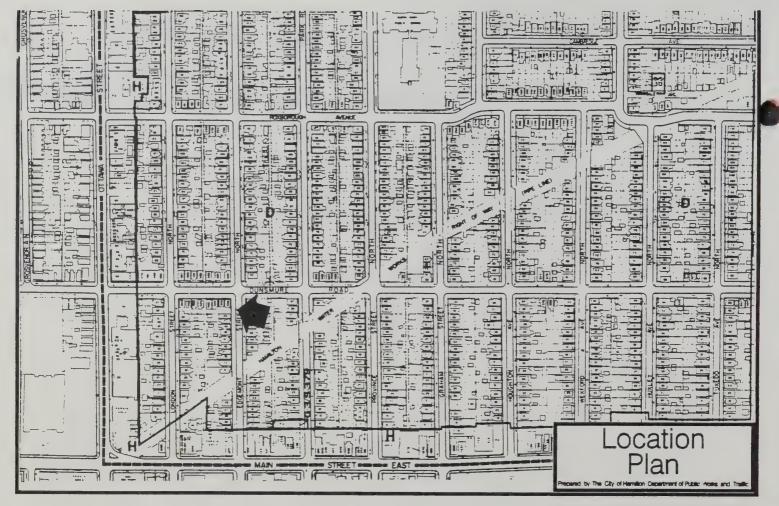
Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

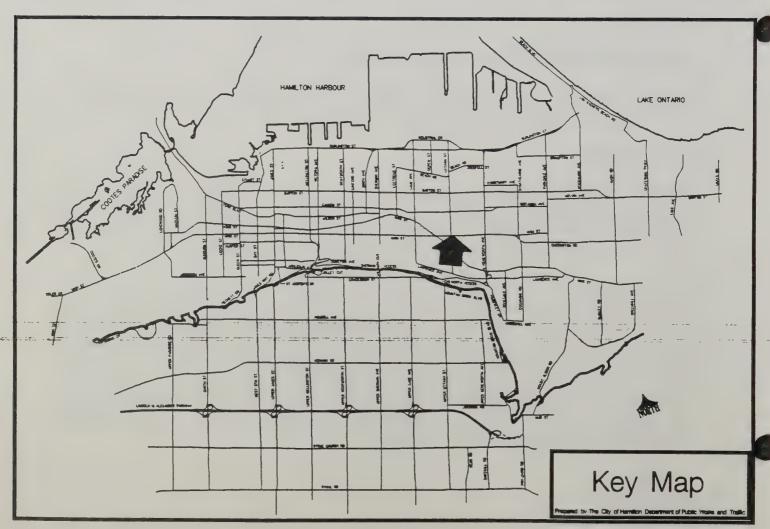
BACKGROUND:

Staff has received a request from Marilyn Goodale, Veterans Affairs, that a "Wheelchair Loading Zone, 8:00 a.m. to 6:00 p.m., Seven Days a Week" regulation be implemented on the west side of Edgemont directly adjacent to Frank Swim's home, No. 508 Dunsmure Road, since he is disabled and requires the use of Darts vehicles.

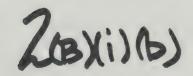
Edgemont has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The implementation of the requested regulation would result in the loss of one on-street parking space directly adjacent to Mr. Swim's home during the days when parking is permitted on the west side of Edgemont. However, since the applicant has agreed to limit the hours of the requested regulation such that parking may occur after 6:00 p.m., from the 1st day to the 15th day of each month April to November and each day during December to March, under the existing "Alternate Side Parking" regulation, staff does not anticipate any parking problems for area residents and concurs with the request.

SCCVB/MBH/kik





CITY OF HAMILTON



- RECOMMENDATION -

DATE:

1998 November 09

File No. TEC-297-98 / Author: P. Buckle

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Brant Street between Wentworth Street North and

Niagara Street - Parking Regulations

RECOMMENDATION:

That the existing "Permit Parking" regulation on the both sides of Brant Street between Wentworth Street and Niagara Street be replaced with a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting, revising and maintaining the subject signs. This cost will be offset, to some degree, by the purchase of monthly parking permits by area residents.

BACKGROUND:

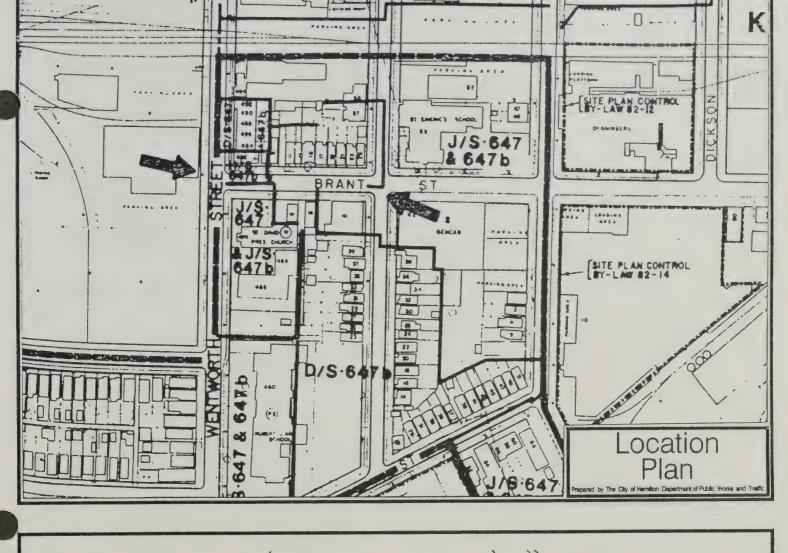
At its meeting held on 1997 December 11, Council approved a request to implement a "Permit Parking" regulation on both sides of Brant between Wentworth and Niagara. Staff had recommended the regulation based upon the receipt of a petition signed by 73 percent of the abutting residents of Brant, all of whom were in favour of the requested regulation. Staff also spoke with representatives of Ormond Industrial Tools Limited, 41 Niagara Street, and were advised that the company did not oppose the request.

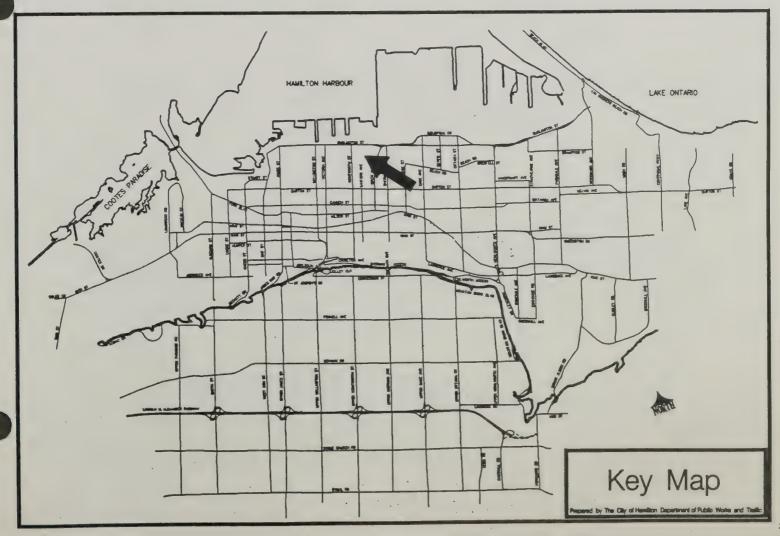
Subsequent to the implementation of the subject regulation, concerns were raised by the seven residents of Wentworth, north of Brant, with respect to the availability of overnight parking in the immediate area. Wentworth is a "Through Street" and, as a result, parking is prohibited on both sides of the street between the hours of 2:00 a.m. and 7:00 a.m. The residents of Wentworth have no suitable off-street parking and, therefore, no reasonable alternative but to park on Brant during the night, however, since their properties do not abut Brant, these residents are not eligible to obtain the permits required to allow them to park on Brant.

Brant has a 30 foot pavement width, and presently there is a "Permit Parking" regulation on both sides of the street in this block. The implementation of a "One Hour Parking Time Limit" would continue to discourage long-term non-resident parking, and thus satisfy the need of area residents for available on-street parking and, at the same time, residents of Wentworth would be able to purchase Time Limit Exemption permits for the purpose of over-night parking on Brant.

For the past several months, through the temporary modification of the Department's enforcement practices in the immediate area, residents of Wentworth have been allowed to park over-night on Brant, and the effects on parking availability have been monitored. Staff has concluded, based upon reports from the Brant residents and the observations of enforcement staff, that there has been minimal impact on the availability of on-street parking and, therefore, staff recommends replacing the "Permit Parking" regulation on Brant with a "One Hour Parking Time Limit" regulation.

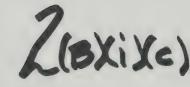








CITY OF HAMILTON



- RECOMMENDATION -

DATE:

1998 November 09

File No. TEC-299-98 / Author: P. Buckle

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Tragina Avenue North between Britannia Avenue and the Pipeline

Park - Parking Regulations

RECOMMENDATION:

a) That the existing "Alternate Side Parking" regulation on Tragina Avenue North be replaced with a full-time "No Parking" regulation on the west side of the street, commencing at Britannia Avenue and extending to a point 260 feet northerly therefrom, and a full-time "Permit Parking" regulation on the east side of the street, commencing at Britannia Avenue and extending to a point 263 feet northerly therefrom, and that the City Traffic By-law, No. 89-72, be amended accordingly; and,

That the Commissioner of Public Works and Traffic be authorized and directed to issue, upon request, up to a maximum of eight parking permits to eligible applicants whose properties abut the requested regulation.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

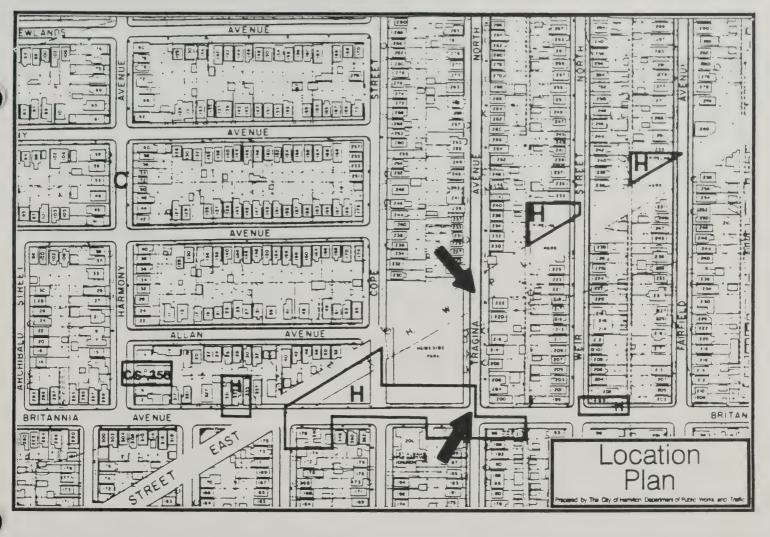
Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting, revising and maintaining the required signs. There is a potential for \$288 in revenue, each year, from the sale of parking permits, which will offset these costs to some degree.

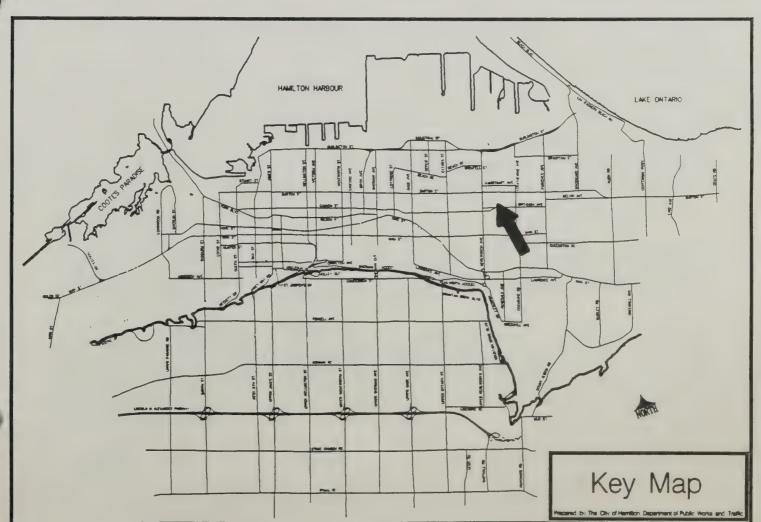
BACKGROUND:

Staff has received a petition signed by six of the eight abutting residents on Tragina Avenue North, requesting that the existing "Alternate Side Parking" regulation be replaced with a full-time "No Parking" regulation on the west side of the street, adjacent to Andrew Warburton Park, and a full-time "Permit Parking" regulation on the east side of the street, abutting their homes, between Britannia Avenue and the Pipeline Park.

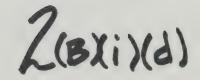
Tragina has a 24-foot pavement width and, at present, there is an "Alternate Side Parking" regulation on the street in this area. Only three of the residents have available off-street parking and, due to the demand for on street parking in this area, the petitioners are often unable to park in reasonable proximity to their homes. A recent site investigation has revealed that there are eight parking spaces on the east side of the street in this area. It was indicated on the petition that seven permits were required by the abutting residents. Consequently, there will be one permit available for the resident who was not contacted. Therefore, since the demand for parking permits does not exceed the number of on-street parking spaces and since 75% of the residents support the requested regulation, staff concurs with the request.











- RECOMMENDATION -

DATE:

1998 November 16

File No. TEC-298-98 / Author: P. Buckle

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 144 Ray Street North - Request for a Reserved

"Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That a "Permit Parking" regulation be implemented on the east side of Ray Street (a) North commencing at a point 212 feet north of York Boulevard and extending to a point 17 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Ron DePaulo, No. 144 Ray Street North.

(b)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

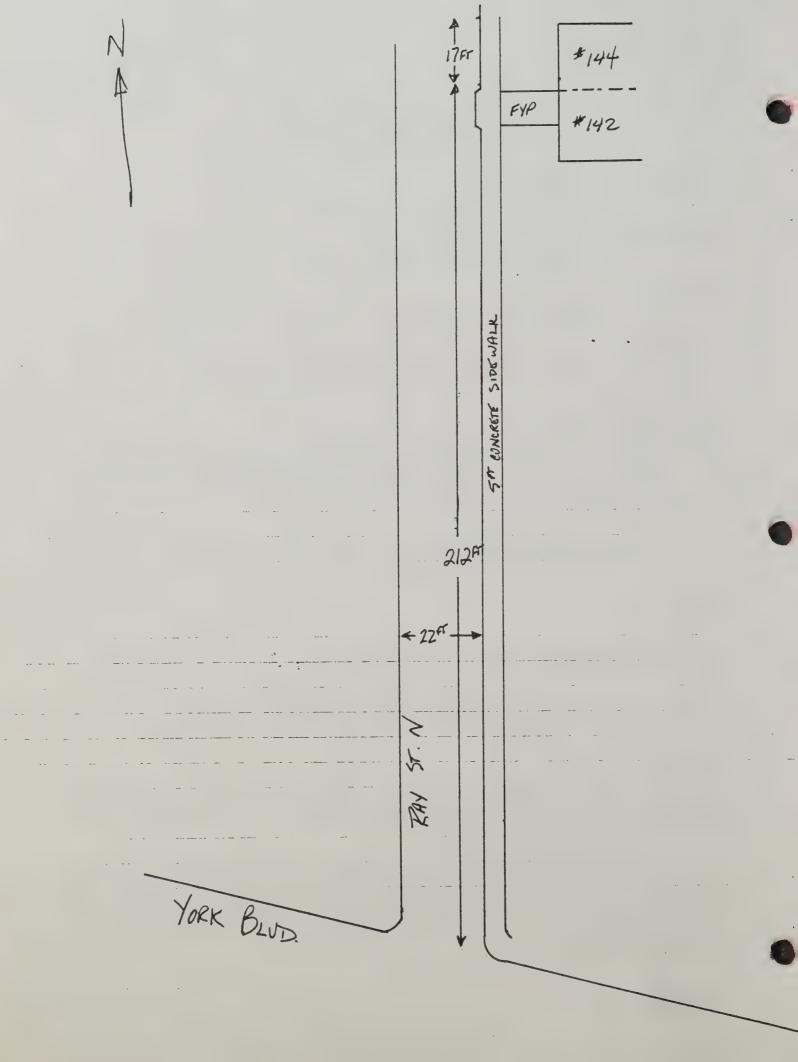
Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

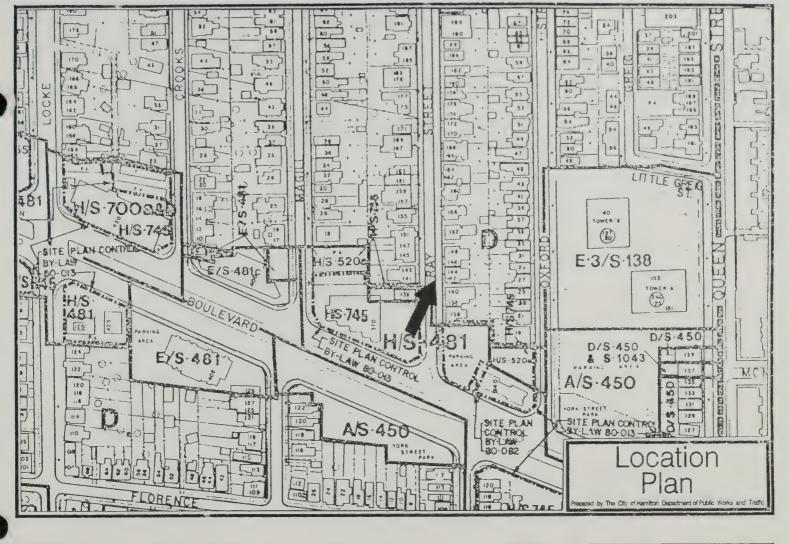
BACKGROUND:

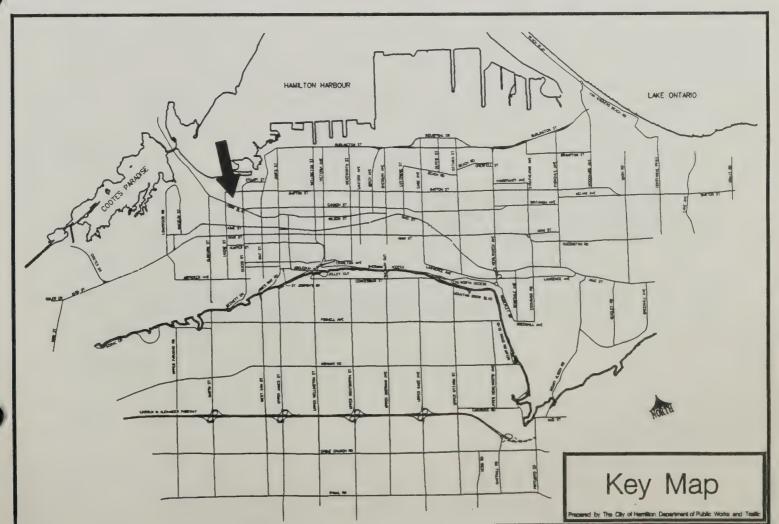
Staff has received a request from Mr. Ron DePaulo, 144 Ray Street North, that a reserved "Permit Parking" space be designated on the east side of the street directly in front of his home, since he is disabled.

Ray has a 22-foot pavement width and, at present, there is a full-time "No Parking" regulation on the west side of the street and unrestricted parking on the east side of the street, in this area. Staff has confirmed that Mr. DePaulo meets the City Council's policy requirements respecting reserved "Permit Parking" spaces and, therefore, concurs with Mr. DePaulo's request.

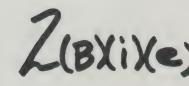












- RECOMMENDATION -

DATE:

1998 November 19

File No. TEC-311-98 / Author: T. Arnold

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Bay Street North between Strachan Street and

Burlington Street West - Parking Regulations

RECOMMENDATION:

That the existing "No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday" regulation on the west side of Bay Street North between Strachan Street and Burlington Street West be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

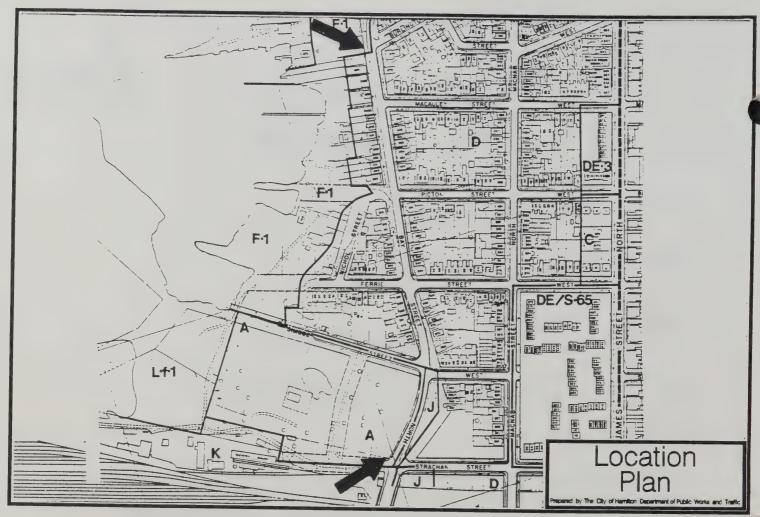
Sufficient funds have been made available in the 1998 budget to cover the cost of removing the subject signs.

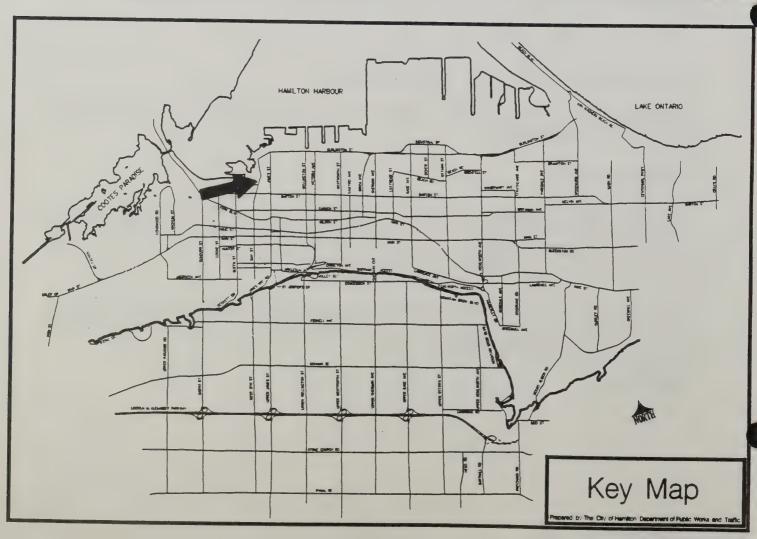
BACKGROUND:

At a recent public meeting convened by Aldermen Horwath and Corsini, a request was received to remove the existing evening rush hour parking regulation on the west side of Bay Street North between Strachan Street and Burlington Street West to allow residents to park on the street during these times.

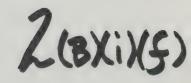
It has been determined that this regulation is over-restrictive and redundant based on existing traffic volumes. Therefore, since there will not be any negative effect on traffic flow, staff concurs with this request.

TA/MBH/kag





- RECOMMENDATION -



DATE:

1998 November 19

File No. TEC-316-98 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 409 Fairfield Avenue - Request for a Reserved "Permit

Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the west side of Fairfield Avenue commencing at a point 471 feet north of Vansitmart Avenue and extending to a point 19 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Sherri Blainey, 409 Fairfield Avenue.

Charles Guther

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

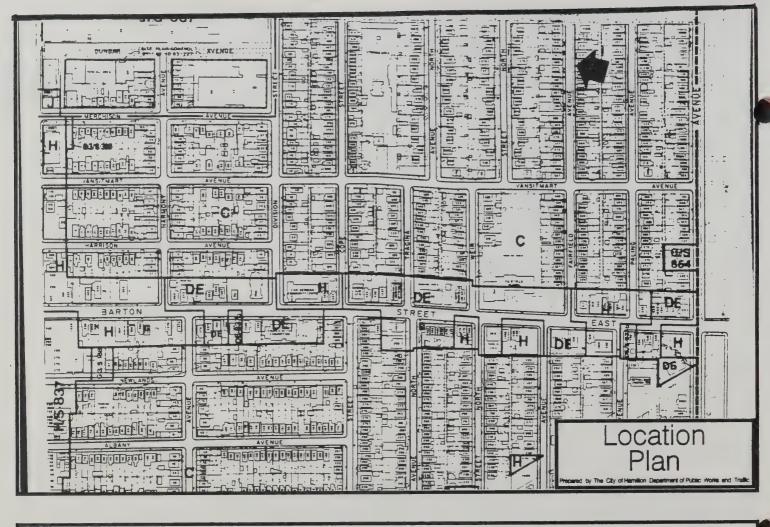
Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

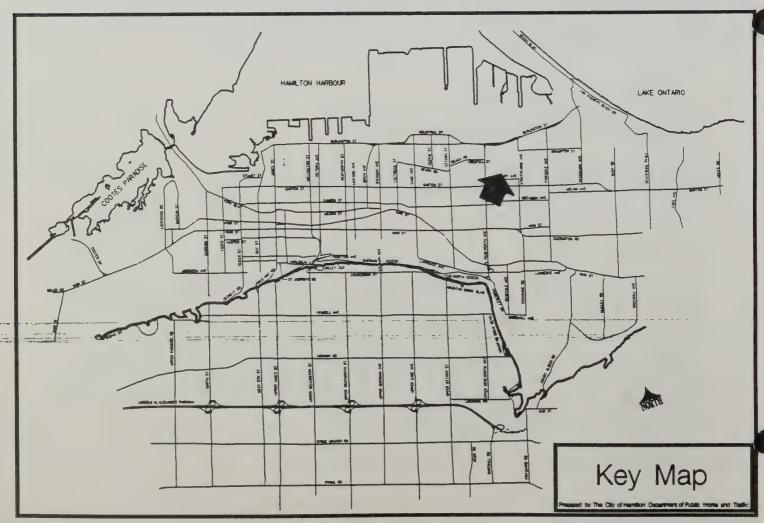
BACKGROUND:

Staff has received a request from Mrs. Sherri Blainey, 409 Fairfield Avenue, that a reserved "Permit Parking" space be designated on the west side of the street directly in front of her home, since she is disabled.

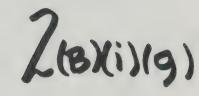
Fairfield has a 26-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. Staff has confirmed that Mrs. Blainey meets the requirements of the City Council's policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/kag





CITY OF HAMILTON - RECOMMENDATION -



DATE:

1998 November 19

File No. TEC-320-98 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Commissioner of Public Works and Traffic

SUBJECT:

No. 11 Ferndale Avenue - Request to Relocate the

Existing Wheelchair Loading Zone

RECOMMENDATION:

That the existing full-time "Wheelchair Loading Zone" regulation on the east side of Ferndale Avenue commencing at a point 121 feet south of Dunkirk Drive and extending to a point 28 feet southerly therefrom be relocated such that the regulation commences 140 feet south of Dunkirk Drive and extends to a point 28 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

Thanks Gulling Df

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget to cover the cost of relocating the subject signs.

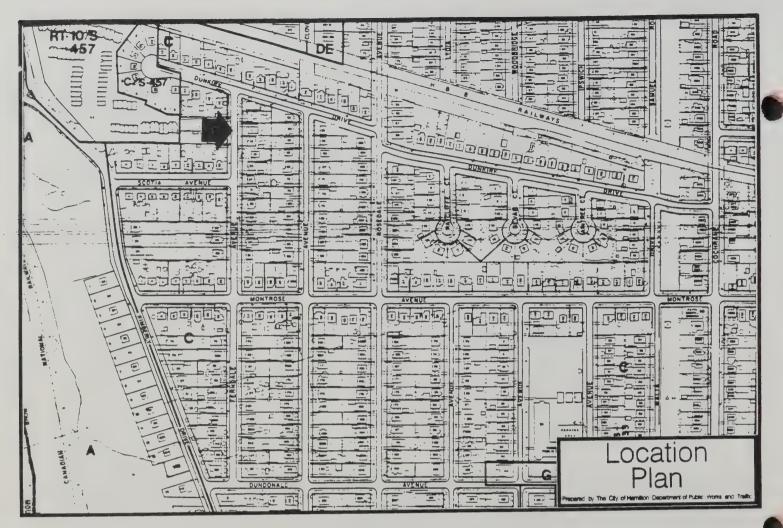
BACKGROUND:

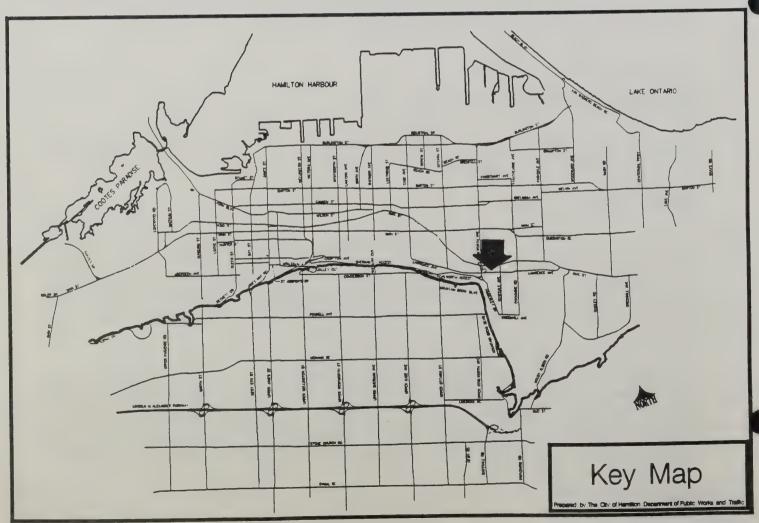
City Council, at its meeting held on 1998 June 30, approved a request from Mrs. Griffin, 11 Ferndale Avenue, to implement a full-time "Wheelchair Loading Zone" regulation on the east side of Ferndale in front of her home for her use. The signs were erected shortly thereafter. Mrs. Griffin has recently contacted staff to request that the "Wheelchair Loading Zone" regulation be relocated southerly to align with the walkway of her home.

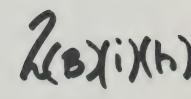
The relocation of the subject regulation will result in the loss of one on-street parking space directly in front of Mrs. Griffin's home from the 16th to the last day of each month, April to November, under the existing "Alternate Side Parking" regulation. However, since parking is permitted under the existing "Alternate Side Parking" regulation for the remainder of the block, staff does not anticipate any parking difficulties for area residents and concurs with the request.

SC

CVB/MBH/kag







- RECOMMENDATION -

DATE:

1998 November 19

File No. TEC-312-98 / Author: S. Russell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Colin Crescent - Parking Regulations

RECOMMENDATION:

(a) That an "Alternate Side Parking" regulation be implemented on Colin Crescent from end to end such that parking is prohibited:

- on the west side of the street during the months of December, January, February and March, and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and.
- on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and,

(b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

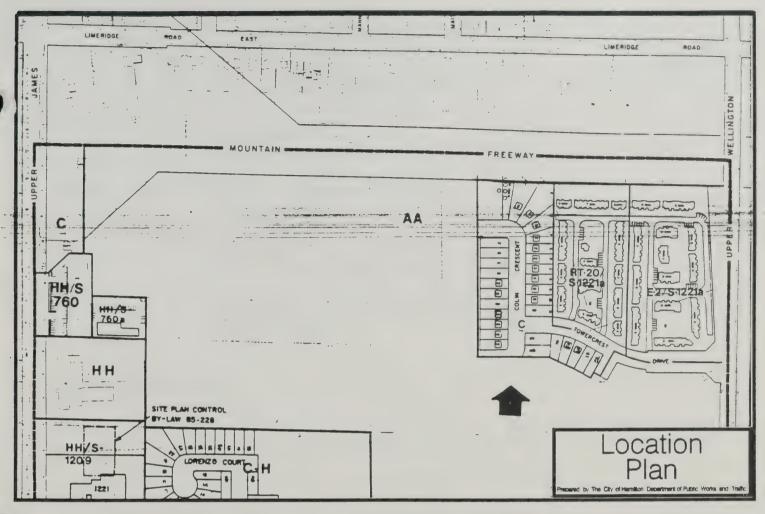
BACKGROUND:

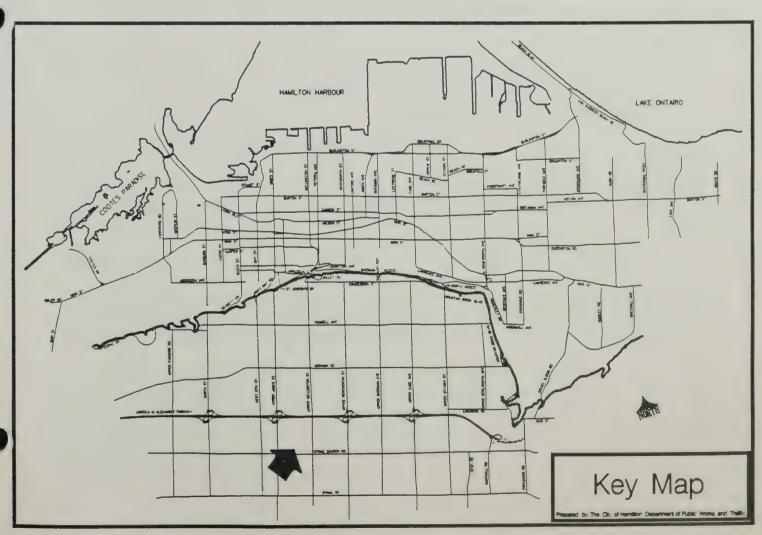
Staff has received a petition signed by representatives of 18 of the 27 abutting residential properties abutting Colin Crescent requesting that an "Alternate Side Parking" regulation be implemented on both sides of the street. All 18 of the residents that signed the petition are in favour of the requested regulation.

Colin Crescent has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The resident that circulated the petition has expressed concern regarding parked vehicles on both sides of the street obstructing two-way traffic flow and driveway movements. Staff supports the principle of removing parking from one side of narrow streets such as this to facilitate two-way traffic flow, driveway movements and snow removal. Also, the implementation of the

requested regulation will facilitate street cleaning operations since parking would alternate from side to side and provide a two-week period on each side for street cleaning rather than requiring the posting of temporary cardboard signs. Therefore, since 67 percent of the abutting residents are in favour of the requested regulation and since virtually all residents have available off-street parking, staff does not anticipate any parking difficulties and concurs with the request.

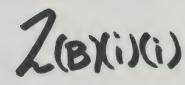
CVB/MBH/kik











DATE:

1998 November 24

File No. TEC-322-98 / Author: M. B. Hazell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Napier Street between Pearl Street North and Ray Street North -

Parking Regulations

RECOMMENDATION:

(a) That the existing "Permit Parking" regulation on the south side of Napier Street commencing at Pearl Street North and extending to a point 191 feet easterly therefrom be removed; and

(b) That a full-time "Three Hour Parking Time Limit" regulation be implemented on the south side of Napier Street between Pearl Street North and Ray Street North; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget to cover the cost of revising the subject signs. However, the \$36 annual charge for each parking permit off-sets the cost to some degree.

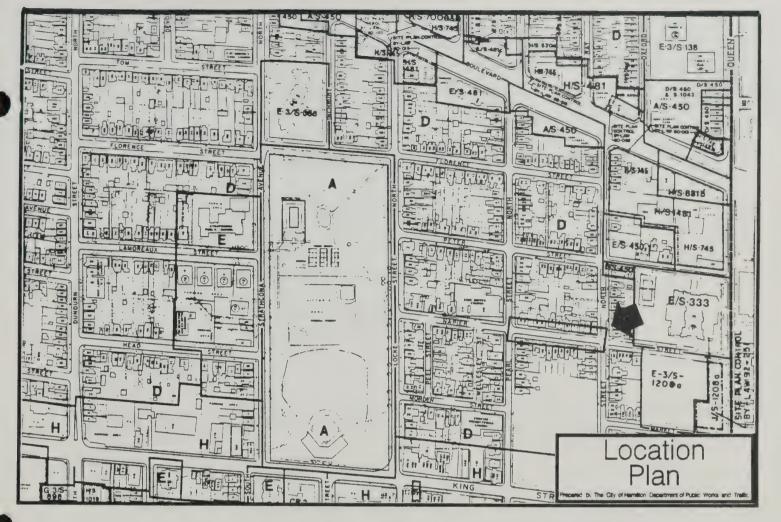
BACKGROUND:

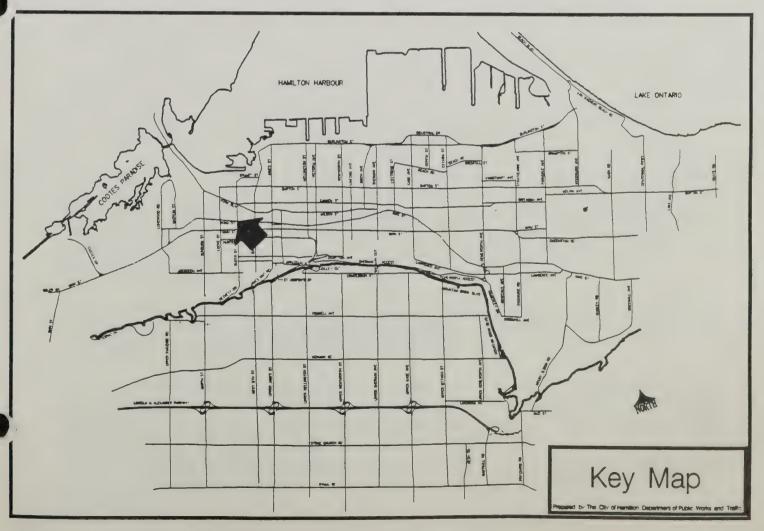
City Council, at its meeting 1998 June 30, approved a request contrary to staff's recommendation, that a "Permit Parking" regulation be implemented on the south side of Napier in the westerly half of the block. The signs were erected shortly thereafter.

As a result of numerous concerns expressed by the abutting residents regarding the "Permit Parking" regulation, the Ward Aldermen convened a meeting to discuss their concerns. After much discussion, it was agreed that staff would poll the residents to determine if a majority would support changing the regulation to a "Two Hour Parking Time Limit" regulation. The poll determined that 14 of the 20 homes were opposed to the "Two Hour Parking Time Limit" regulation.

Alderman Caplan has since forwarded a petition signed by representatives of 12 of the 20 properties abutting Napier requesting that a full-time "Three Hour Parking Time Limit" regulation be implemented on the south side of the street. All 12 of the residents that signed the petition are in favour. Alderman Caplan has advised that he supports this request. Therefore, since 60 percent of the residents support the requested time limit regulation, staff concur with the request.

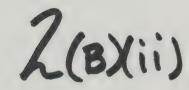
(例/W/ CVB/MBH/kag







- RECOMMENDATION -



DATE:

1998 November 18

File No. TEC-308-98 / Author: C. van Berkel

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Intersection of Republic Avenue and Brigade Drive

- Intersection Control

RECOMMENDATION:

That the existing eastbound and westbound stop control on Brigade Drive at Republic Avenue be removed and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

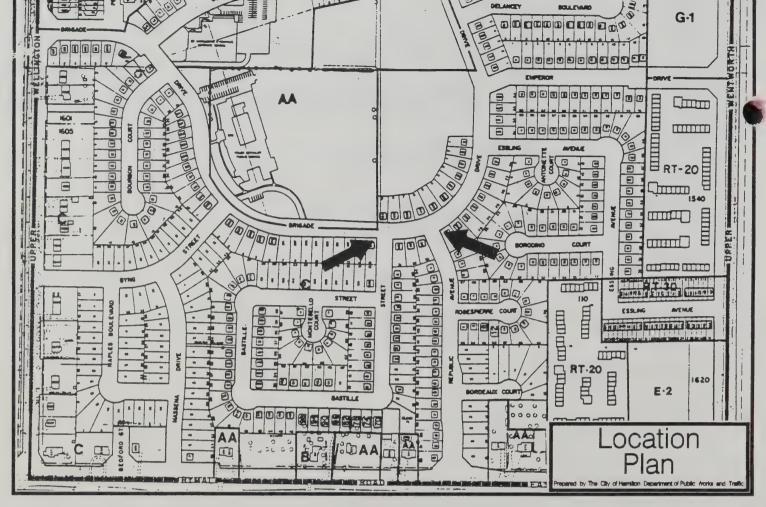
Alderman Bill Kelly has advised of requests to remove the existing eastbound and westbound stop signs on Brigade Drive at Republic Avenue.

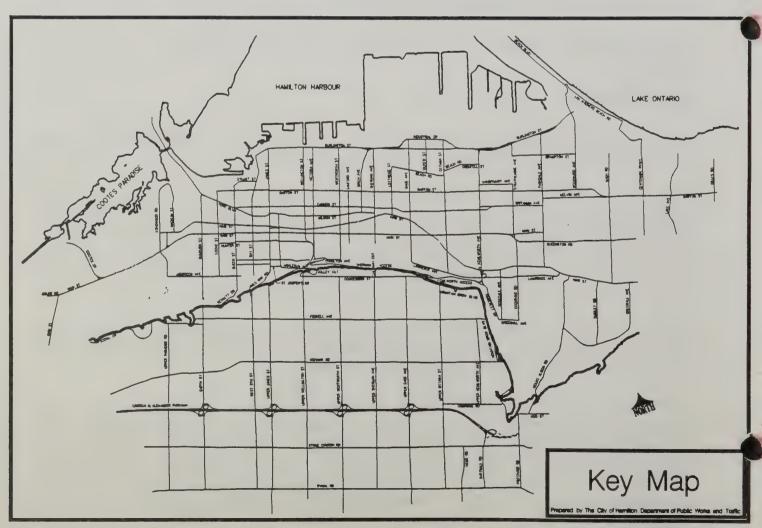
The subject intersection is a "T" type intersection, and presently, there is an all-way stop at this intersection. There is also an existing all-way stop one block (approximately 100 feet) west of Republic Avenue at Bastille Street. Staff did not recommend the all-way stop at Brigade Drive and Bastille Street due to its proximity to the intersection of Brigade Drive and Republic Avenue. However, the City Council at its meeting held 1997 September 30 approved the all-way stop at this location.

The close proximity of these two all-way stops has resulted in motorists running the stop signs and/or increased vehicular speeds between the two stops, as the motorists are frustrated at having to stop twice in such a short distance.

Alderman Kelly recently polled area residents and the consensus appears to be supporting the removal of the stop signs on Brigade Drive at Republic Avenue and maintaining the all-way stop at Bastille Street and Brigade Drive. Although the intersection of Republic Avenue and Brigade Drive meets the criteria for an all-way stop, a majority of the school aged children cross Brigade Drive at Bastille Street and, to avoid the confusion of two stops in such close proximity, staff concurs with the request.

CABIMBHIKIK





- RECOMMENDATION -



DATE:

1998 November 19

File No. TEC-318-98 / Author: W. Young

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Contractual Parking Enforcement Services for 1999

RECOMMENDATION:

That a purchase order be issued to Canadian Corps of Commissionaires (Hamilton) for parking enforcement services for 1999, in accordance with the conditions of the attached vendor's quote as follows:

Master Warrant Officer

\$12.64/hr

Commissionaire

\$11.27/hr

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds will be provided in the 1999 Traffic Division operating budget estimates to cover the cost of continuing this contractual service. The above rates represent an increased administrative cost of 0.75 percent (approximately \$2,500.00 annually).

BACKGROUND:

Since 1974, the Canadian Corps of Commissionaires (Hamilton) has provided the City of Hamilton with parking enforcement services, and the services provided have been very satisfactory. The proposed billing rate for 1999 represents a 0.75 percent increase over 1998.

In addition, the contractual arrangement will allow an increase in the number of contracted staff if required, as staff are currently investigating a policy of downsizing, through attrition, permanent mobile enforcement staff and increasing the contractual employee compliment if necessary. These contractual employees generate, on average, almost as much revenue from parking enforcement, but at almost half the cost.

WY/kag Attach.

c.c. Purchasing Department

c.c. Ross Holland, Administrative Co-ordinator-Traffic

CITY OF HAMILTON BY-LAW ENFORCEMENT

	REGULAR RATE	OVERTIME RATE	STAT HOLIDAY WORKED	STAT HOLIDAY NOT WORKED
Warrant Officer	\$10.19	\$15.29	\$25.48	\$10.19
Administrative Fee 24%	2.45	3.67	6.11	2.45
Billing Rate	\$12.64	18.96	31.59	12.64
	REGULAR RATE	OVERTIME RATE	STAT HOLIDAY WORKED	STAT HOLIDAY NOT WORKED
Sergeant	\$9.84	\$14.76	\$24.60	\$9.84
Administrative Fee 24%	2.36	3.54	5.90	2.36
Billing Rate	\$12.20	\$18.30	\$30.50	\$12.20
(REGULAR RATE	OVERTIME RATE	STAT HOLIDAY WORKED	STAT HOLIDAY NOT WORKED
Commissionaire	\$9.09	\$13.64	\$22.73	\$9.09
Administrative Fee 24%	2.18	3.27	5.45	2.18
Billing Rate	\$11.27	16.91	28.18	11.27

NOTE:

The GST (7%) is to be added to the Billing Rate.



- RECOMMENDATION -

DATE: 1998 November 11

File No. TEC-300-98 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM: D. Lobo

Commissioner of Public Works and Traffic

SUBJECT: North side Brampton Street, west of Brighton Avenue - No

Stopping Driveway Clearance

RECOMMENDATION:

That a full-time "No Stopping" driveway clearance be implemented on the north side of Brampton Street, commencing at a point 181 feet west of Brighton Avenue and extending to a point 140 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

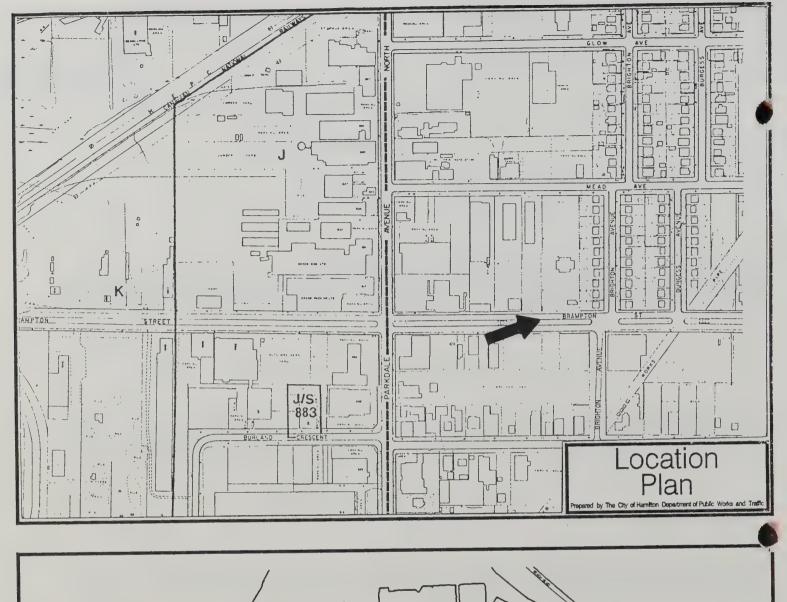
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

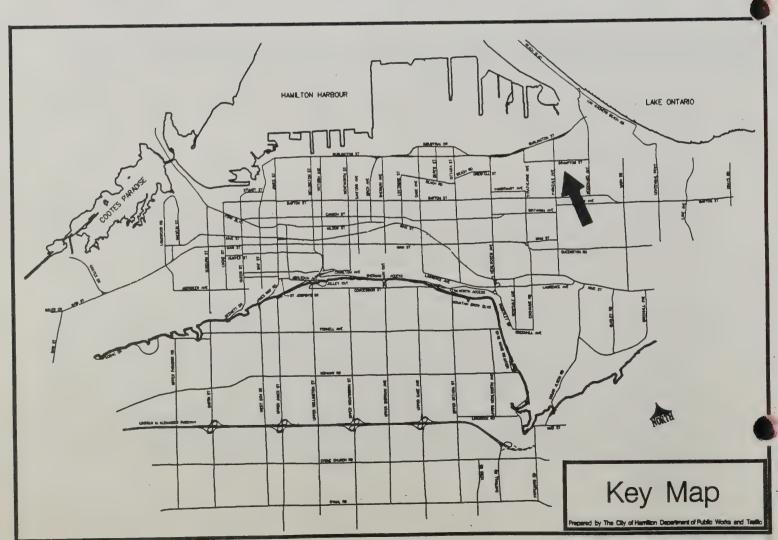
Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

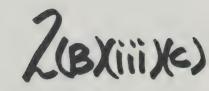
BACKGROUND:

Staff has received a request from Mr. Lawrence G. Pearce, owner of L.P. Services, 100 Mead Avenue, that a "No Stopping" driveway clearance be implemented on the north side of Brampton, adjacent to the driveway ramp leading to the rear of his property, to improve visibility for motorists and accommodate the turning movements of transport trucks gaining access to and egress from the property.

Brampton has a 22 foot pavement width from the north side curb to the central boulevard and, at present, there is a "No Parking" regulation on the north side of the street and a general provision "No Stopping" regulation governing the boulevard curb space in this area. The requested "No Stopping" driveway clearance will regulate 50 feet east and 53 west of the 37 foot wide driveway, all of which falls within curb space adjoining L.P. Services property. Implementation of the regulation will result in no loss of on-street parking and, given the industrial nature of the neighbourhood, and the absence of residential properties on this section of Brampton, staff does not anticipate any parking difficulties and concurs with the request.







- RECOMMENDATION -

DATE:

1998 November 3

File No. TEC-295-98 / Author: T. Arnold

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Taxi Stand on Hess Street North adjacent to Hess

Street School

RECOMMENDATION:

That the existing "Taxi Stand, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the west side of Hess Street North commencing at a point 82 feet north of York Boulevard and extending 60 feet northerly be removed, and that the City Traffic By-law 89-72 be amended accordingly.

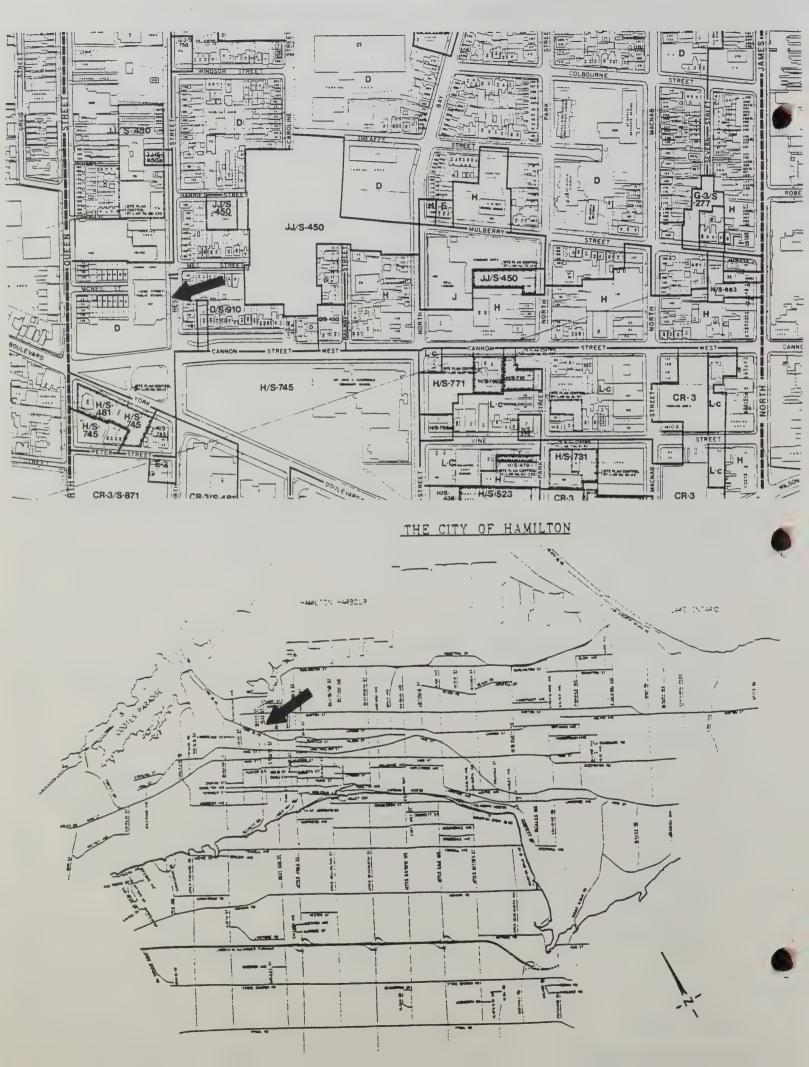
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

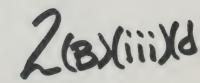
Sufficient funds are available in the 1998 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of Hess Street School has requested that the existing "Taxi Stand" on the west side of Hess Street North be removed due to changes in the transporting of children to the school. There are no longer any children being transported to school by taxi. The Principal has also requested that this "Taxi Stand" be replaced with a "No Parking Anytime" regulation. This designation would be consistent with the existing regulation along the frontage of the school. Staff have reviewed the matter and concur with this request.

TA/MBH/kag





- RECOMMENDATION -

DATE:

1998 November 10

File No. TEC-302-98 / Author: B. J. Malone, P.Eng.

REPORT TO:

Kevin Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Supply and Delivery of Sign Sheeting during 1999 -

Public Works and Traffic Department

RECOMMENDATION:

That a purchase order be issued to 3M Canada Inc., London, Ontario, for the supply and delivery of traffic sign sheeting as and when required during 1999 by the Public Works and Traffic Department, as per attached prices, being a continuation of pricing received and approved in 1998, and that this expenditure be financed through the Traffic Signs Materials Account No. CH-56154 75999.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The materials described will be purchased, as required, for 1999 projects in conjunction with 1999 current budget approval.

BACKGROUND:

The vendor, 3M Canada, and the City of Hamilton have negotiated an extension of existing pricing that will see 3M honour prices for traffic sign sheeting that were tendered for the 1998 year until the end of 1999. A tender for these materials was not issued to obtain pricing for 1999.

It is recommended that this option be accepted for the following reasons. For the past 5 years 3M has been the only vendor to bid on this specialized product. While invited, no other vendors have offered bids on these materials. We have no reason to believe that if the products are tendered this year that other suppliers would bid. When these products have been tendered, annually, there has typically been an increase in price. The average price increase for each of the last 5 years has been 4.8%.

While our purchases are in Canadian dollars from 3M Canada, it was anticipated that there would be an impact from significant increases in currency exchange as the materials are fabricated outside Canada, and purchased by 3M Canada from their parent company in the US, in US dollars. Since this order was first opened, exchange rates have jumped from \$1.389 to \$1.528 according to information provided from Treasury Department staff. Carrying 1998 pricing into 1999 eliminates any foreign exchange impact that might have been passed on.

Given the detailed nature of this tender, requiring pricing for a large number of individual materials, the tender involves significant effort on the part of the vendor. It would appear that the vendors' acceptance of a 0% price increase from 1998 to 1999 is offset by their benefits from not having to undergo the bidding process.

The estimated expenditure during 1999, based on previous use of these materials, is \$250,000.

Therefore, we recommend the approval of 3M as the supplier of traffic sign sheeting for 1999, at the prices quoted on the attached form of tender, which was received 1998 January 07. At that time, the tender was advertised and the recommended supplier was the only bidder.

BJM/kag Attach.

Ref: C18-997			Closes: Wednesday, January 7, 199;	v. January 7, 199:	Traffic Part #	Est. O <u>ty</u> .	Description	Unit Price Per East	e e	Vendor
	THE CORPORATION OF THE CITY OF HAMILTON	N OF THE CITY OF	HAMILTON		· White		Llont Activities		10131 Frice	Part #
	FOR	FORM OF TENNED			***************************************	:	3M # 2290			
		THE STATES			253/	l Roll	3/8" x 150 ft.	\$ 0.0359	\$ 5.39	2290
	SUPPLY AND DELIVERY OF REFLECTIVE SHEETING	ERY OF REFLECTIV	E SHEETING		5534	5 Rolls	½" × 150 ft.	\$ 0.0479	\$ 35.94	
					5538	6 Rolls	5/8" x 150 ft.	\$ 0.0598	\$ 53.89	
J. J. Schatz					5540	4 Rolls	1" x 150 ft.	\$ 0.0958	\$ 57.50	
City Hall, Hamilton	c				8269	2 Rolls	2" x 150 ft.	\$ 0.1916	\$ 57.50	
Dear Sir.					5594	20 Rolls	6" x 150 ft.	\$ 0.575	\$ 1725.00	
					2600	3 Rolls	8" x 150 ft. •	\$ 0.766	\$ 345.00	
We, the undersign	We, the undersigned, herewith agree to the supply and delivery of Reflective Sheeting in accordance with	oply and delivery of	Reflective Sheeting in	accordance with	9095	8 Rolls	12" x 150 ft.	\$ 1.15	\$ 1380.00	
ancer enonpariment.	specifications assume by the runnasting Division, December 5, 1997 at the following prices:	ecember 5, 1997 at the	following prices:		5618	3 Rolls	18" x 150 ft.	\$ 1.725	\$ 776.25	
We acknowledge the	We acknowledge that we have received addenda numbered	Imbered to inc	inclusive, and the prices quoted include the	quoted include the	5570	25 Rolls	24" x 150 ft.	\$ 07.30	\$ 8625.00	
acknowledged and	acknowledged and provided for in the prices submitted	vill be rejected in its	entirety if the addenda	a, if any, are not	5582	20 Rolls	30" x 150 ft.	\$ 2.875	\$ 8625.00	
	Thirty or the contract of the				5588	10 Rolls	36" x 150 ft.	\$ 3.45	\$ 5175.00	2290
	PRINCE LEXICIL	PRINCE EXCELUSIVE OF ALL TAXES	S. II.							
PART A - REFLE	PART A - REFLECTIVE SHEETING				· Yellow		Pressure Sensitive			
MC-1 NOTTO	SCOLCHUI SIM SCOLCHUIE - ENGINEERING GRADE" REFLECTIVE SHEETING	UNG GRADE" REFL	ECTIVE SHEETING		5784	6 Rolls	5M # 3271 6" × 150 ft.	50.636	6 617 60	2,7
Traffic Est.		Unit Price		Vendor	5785	6 Rolls	12" x 150 ft.	\$ 1.15	\$ 1035.00	
	Honores	rer Foot	Total Price	Part #	5786	6 Rolls	18" x 150 ft.	\$ 1.725	6 1552 50	
· White	Pressure Sensitive				5787	6 Rolls	24" x 150 ft.	\$ 2.30	\$ 7070.00	
5770 6 Rolls		\$ 0.8625	\$ 774.25	3240	5788	3 Rolls	30" x 150 ft.	\$ 2.875	\$ 1293.75	
5771 50 Rolls	ls 12" x 150 ft.	\$ 1.15	\$ 8425.00	3240	5789	3 Rolls	36" x 150 ft.	\$ 3.45	\$ 1552.50	3271
	s 18" x 150 ft.	\$ 1.725	56468.75	3290						
	s 24" x 150 ft.	\$ 2.30	\$ 17250.00	3240						
		\$ 4.875	\$10 781.25	3290	· Yellow		Heat Activated			
<775 IS Rolls	s 36" x 150 ft.	\$ 3.45	\$ 7762.50	3290	5659	3 Rolls	3M # 22/1 18" x 150 ft.	\$ 1.725	\$ 776.25	2271
					2660	4 Rolls	24" x 150 ft.	\$ 2.30	\$ 1380.00	9271
					9995	2 Rolls	30" x 150 ft.	5 9.875	\$ 862.50	0771
				Continued						Continued

Vendor	3272	2272	2279	E SHEETING	4841 4841	1284 1284 1284 Continued
Total Price	\$ 28.75	\$ 57.50	s 1025.00 s 431.25	ZONE" REFLECTIV	\$ 3450.00 \$ 229.80 \$ 1725.00	\$ 86.25 \$ 690.00 \$ 431.25 \$ 1552.50
Unit Price Per Foot	\$ 0.1916	\$ 0.3833	\$ 8.330	NG GRADE - WORK	\$ 0.766	\$ 0.575
Description	Pressure Sensitive 3M # 3272 2" x 150 ft. 24" x 150 ft.	Heat Activated 3M # 2272 4" x 150 ft. 24" x 150 ft.	Heat Activated 3M # 2279 24" x 150 ft. 30" x 150 ft.	PART A - REFLECTIVE SHEETING SECTION ii - 3M "SCOTCHLITE - ENGINEERING GRADE - WORKZONE" REFLECTIVE SHEETING	Pressure Sensitive 3M # 1484 6" x 150 ft. 8" x 150 ft. 24" x 150 ft.	Heat Activated 3M # 1284 6" x 150 ft. 24" x 150 ft. 30" x 150 ft. 36" x 150 ft.
Est. Ory.	1 Roll 3 Rolls	1 Roll 4 Rolls	3 Rolls 1 Roll	REFLECTIVIII - 3M "SC	40 Rolls 2 Rolls 5 Rolls	1 Roll 2 Rolls 1 Roll 3 Rolls
Traffic Part #	•Red 5521 5524	• Red 5525 5522	•Brown 5441 5444	PART A SECTION	• Orange 5520 5519 5503	• Orange 5500 5504 5510 5516
Vendor Part#	3277	3277	2277		3275	3275
Total Price	\$ 577.50	\$ 2070.00	\$ 1378.80	\$ 1035.00	\$ 71.87	\$ 7725.00 \$ 345.00 \$ 431.25
Unit Price Per Foot	\$ 0.575	s 2.730 s 2.735 s 3.45	\$ 0.575	\$ 4.30	6	s 2.30
Description	Pressure Sensitive 3M # 3277 6" x 150 ft. 12" x 150 ft. 18" x 150 ft.	24" x 150 ft. 30" x 150 ft. 36" x 150 ft.	Heat Activated 3M # 2277 6" x 150 ft. 8" x 150 ft. 12" x 150 ft. 18" x 150 ft.	24" x 150 ft. 30" x 150 ft.	36" x 150 ft. Pressure Sensitive 3M # 3275 1" x 150 ft.	24" x 150 ft. Heat Activated 3M # 2275 24" x 150 ft. 30" x 150 ft.
Est.	6 Rolls 6 Rolls 6 Rolls	6 Rolls 3 Rolls 3 Rolls	24 Rolls 12 Rolls 2 Rolls 3 Rolls	3 Rolls 2 Rolls	2 Rolls 5 Rolls	5 Rolls 1 Roll
Traffic Part #	• Green 5777 5778 .	5780 5781 5782	• Green 5480 5486 5450 5488	5462	5474 • Blue 5430	5437 • Blue 5438 5439

Continued...

So Rolls 12" x 150 ft. 8 5.00	Part # Ohy.	Description	Per Foot	Total Price	Part #
So Rolls 12" x 150 ft. 5.00 s 37,500.00 3P70 40 Rolls 24" x 150 ft. 5/0.00 s 60.000.00 3P70 40 Rolls 36" x 150 ft. 5/1.50 s 65,625.00 3P70 Heat Activated 3M # 2870 4 Rolls 1" x 150 ft. 5/1.50 s 5/2.500.00 3P70 2 Rolls 12" x 150 ft. 5/1.50 ft. 5/1.50 s 5/2.500.00 3P70 4 Rolls 12" x 150 ft. 5/1.50 ft. 5/1.50 s 5/1.50 s 5/1.500.00 3P70 4 Rolls 12" x 150 ft. 5/1.50 ft. 5/1.50 s 5/1.500.00 3P70 5 Rolls 30" x 150 ft. 5/1.50 s 5/1.50 s 5/1.500.00 3P70 10 Rolls 36" x 150 ft. 5/1.50 s 5/1.50 s 5/1.500.00 3P70		Pressure Sensitive 3M # 3872	0007		6
40 Rolls 24" x 150 ft. 5 10.00 5 60.000.00 10 Rolls 30" x 150 ft. 5 12.50 5 12.50 0 3870 10 Rolls 36" x 150 ft. 5 15.00 5 12.500.00 3870 10 Rolls 12" x 150 ft. 5 15.00 5 15.00 5 15.00 10 Rolls 12" x 150 ft. 5 15.00 5 15.00 10 Rolls 30" x 150 ft. 5 15.00 5 15.00 5 15.00 10 Rolls 36" x 150 ft. 5 15.00 5 15.00 5 15.00 10 Rolls 36" x 150 ft. 5 15.00 5 15.00 5 15.00 10 Rolls 36" x 150 ft. 5 15.00 5 15.00 10 Rolls 36" x 150 ft. 5 15.00 5 15.00 10 Rolls 36" x 150 ft.		36" x 150 ft.	\$ 15.00	\$ 2250.00	3872
35 Rolls 30" x 150 ft. s 12.50 s 65625.00 S 10.5 Rolls 36" x 150 ft. s 15.00 S 12.500.00 S 17.0 Heat Activated 3M # 2870 S 0.4166 S 250.00 Z 17.0 2 Rolls 1" x 150 ft. s 1.0 ft. s	PART A - REPLECTIVE SHEETING	E SHEETING			
10 Rolls 36" x 150 ft. \$ \$15.00 \$ \$22,500.00 \$3770 . Silver Heat Activated 3M # 2870 4 Rolls 1" x 150 ft. \$ \$0.4166 \$550.00 \$2750.00 \$2846 2 Rolls 2" x 150 ft. \$ \$0.833 \$250.00 \$2720 40 Rolls 12" x 150 ft. \$ \$5.00 \$500.00 \$2720 35 Rolls 30" x 150 ft. \$ \$12.50 ft. \$20.00 \$2720 10 Rolls 36" x 150 ft. \$15.00 \$22,500.00 \$2870 \$2723 10 Rolls 36" x 150 ft. \$15.00 \$22,500.00 \$2870 \$2724 10 Rolls 36" x 150 ft. \$15.00 \$22,500.00 \$2870 \$2724	ECTION iv - 3M "SCO]	SECTION iv - 3M "SCOTCHLITE - HIGH INTENSITY GRADE - WORKZONE" REFLECTIVE SHEETI	SITY GRADE - WORK	ZONE" REFLECTIV	E SHEETT
Heat Activated 3M # 2870 4 Rolls 1" x 150 ft. 2 Rolls 2 Rolls 12" x 150 ft. 3 Rolls 30 Rolls 30" x 150 ft. 3 Rolls 3	Silver	Cone Sheeting - Plasticizer Resistant Pressure Sensitive	zer Resistant		
4 Rolls 1" x 150 ft. \$ 50.4/66 \$ 250.00 \$ 2870 . Orange \$ 0.833 \$ 250.00 \$ 2870 \$. Orange \$ 50.00 \$ 5	346 10 Rolls	3M # 3840 2" x 150 ft.	\$ 0.6412	S 961.88	3841
2 Rolls 2" x 150 ft. s 6.833 s 250.000 Orange 50 Rolls 12" x 150 ft. s 5.00 s 5720 5720 5720 5720 5720 5720 5720 5720					
12" x 150 ft.	Orange	Pressure Sensitive			
40 Rolls 24" x 150 ft. \$ 10.00 \$ \$60 000.00 \$ 5721 35 Rolls 30" x 150 ft. \$ 17.50 \$ \$65 625.00 \$ 5722 10 Rolls 36" x 150 ft. \$ 150.00 \$ \$722 500.00 \$ 2870 \$ 5724 bow Pressure Sensitive	20 2 Rolls	3M # 3824 12" x 150 ft.	\$ 5.00	6 /500.00	3826
35 Rolls 30" x 150 ft. \$ 12.50 \$65,625,000 5722 5722 5722 5722 5722 5722 5724	21 2 Rolls	18" x 150 ft.	\$ 7.50	2250 00	1700
10 Rolls 36" x 150 ft. \$ 15.00 \$22,500.00 2870 5723		24" x 150 ft.	1	300000	+
Pressure Sensitive		30" x 150 ft.		\$ 3750.00	
Pressure Sensitive	24 2 Rolls	36" x 150 ft.	\$ 15.00	\$ 4500.00	3824
3M # 3871					
4 Rolls 12" x 150 ft. \$ 5.00 s 3000.00)range	Heat Activated			
5658 4 Rolls 18" x 150 ft. \$ 1.50 c. \$ 4500.00 3871 5710 2 Roll	10 2 Rolls	3M # 2824 12" x 159 ft.	5.00	6 150000	2824
5664 4 Rolls 24" x 150 A. S 16. 60 S 6000.00 3871 5711 2 Roll	11 2 Rolls	18" x 150 ft.	\$ 7.50	\$ 2250.00	1
sted 5712	12 2 Rolls	24" x 150 ft.	\$ 10.00	\$ 3000.00	-
	13 2 Rolls	30" x 150 ft.	\$ 12.50	\$ 3750.00	-
\$ 7.50 \$4500.00	14 2 Rolls	36" x 150 ft.	\$ 15.00	\$ 4500.00	2824
3665 4 Rolls 24" x 150 ft. \$ 10.00 \$6000.00					
5673 2 Rolls 36" x 150 A. 8 15.00 S. 4500.00 2871					
Continued					Continued

FT S

PART A SECTION	PART A - REFLECTIVE SHEETING SECTION v - 3M "SCOTCHLITE - EN	PART A - REFLECTIVE SHEETING SECTION v - 3M "SCOTCHLITE - ENCLOSED LENS - VEHICLE MARKINGS" REFLECTIVE SHEETIN	S-VEHICLE MARI	KINGS" REFLECTI	VE SHEETIN	Traffic Part #	Est.	Description	Unit Price Per Foot	Total Price	Vendor Part #
Traffic Part #	Est. Ofy.	Description	Unit Price Per Foot	Total Price	Vendor Part #	• Black	C	Heat Activated 3M # 655	77500 \$	000 40	12.4
• Yellow		Flexible, Pressure Sensitive				52.70	1 Roll	% x 150 ft.	\$ 0.0406	\$ 13.59	-
5640	1 Poll	3M # 580-71	\$ 376	00 1753	12.085	5288	12 Rolls	1" x 150 ft.	\$ 0.1812	\$ 326.16	
otoc						5294	1 Roll	2" x 150 ft.	\$ 0.3625	\$ 54.38	
PART B	NON-REFLEC	PART B - NON-REPLECTIVE SHEETING SECTION I - 3M "SCOTCHCAL PLIS" NON-REFLECTIVE MARKING FILMS	LECTIVE MARKE	VG FILMS		5312	1 Roll	4" x 150 ft.	\$ 0.725	\$ 108.75	
						5315	1 Roll	5" x 150 ft.	3 0.906	\$ 135.90	
• White		Pressure Sensitive				5324	1 Roll	6" x 150 ft. *	\$ 1.0875	\$ 163.13	
5383	2 Rolls	6" x 150 ft.	\$ 0.4087	\$ 122.63	3650-10	5330	1 Roll	8" x 150 ft.	5 1.45	\$ 217.50	
5384	6 Rolls	12" x 150 ft.	\$ 0.8175	\$ 735.75		5336	1 Roll	12" x 150 ft.	\$ 2.175	\$ 326.25	-
5385	6 Rolls	18" x 150 ft.	\$ 1.226	\$ 1103.63		5338	2 Rolls	18" x 150 ft.	\$ 3.2625	\$ 978.75	
5386	2 Rolls	24" x 150 ft.	\$ 1.635	\$ 410.50		5342	1 Roll	24" x 150 ft.	\$ 4.35	\$ 652.50	
5387	2 Rolls	30" x 150 ft.	\$ 2.0437	\$ 613.11		5348	1 Roll	30" x 150 ft.	\$ 5.4375	\$ 815.63	-
5388	2 Rolls	36" x 150 ft.	\$ 2.4525	\$ 735.75	3650-10	5354	1 Roll	36" x 150 ft.	\$ 6.525	\$ 978.75	6.55
· White		Heat Activated									
5390	1 Roll	3M # 650 12" x 150 ft.	\$ 9.175	356.25	650	• Tomato Red	Sed	Pressure Sensitive 3M # 3650-13			
5402	1 Roll	24" x 150 ft.	\$ 4.35	4 652.50	650	5368	1 Roll	24" x 150 ft.	\$ 2.10	\$ 315.00	36501.
• Black		Pressure Sensitive				• Bright Yellow	ellow	Pressure Sensitive			
5296	10 Rolls	3M # 3650-12 5/8" x 150 ft.	\$ 0.0425	\$ 63.87	31-0575	5420	1 Roll	24" x 150 ft.	\$ 2.10	\$ 315.00	3650-1.
5300	2 Rolls	2" x 150 ft.	\$ 0.1362	\$ 40.86		· Vivid Blue	ne	Pressure Sensitive			
5310	2 Rolls	4" x 150 ft.	\$ 0.2725	\$ 81.75		5378	15 Rolls	3M # 3650-17 12" x 150 ft	50%	67.367 50	3650-1
5318	2 Rolls	5" x 150 ft.	\$ 0.3406	\$ 102.18		5372	1 Roll	24" x 150 ft	2.10	315.00	3450-1
5306	2 Rolls	6" x 150 ft.	\$ 0.4087	\$ 122.61							
5790	25 Rolls	12" x 150 ft.	\$ 0.8175	\$ 3065.63		• Violet		Pressure Sensitive			
1625	20 Rolls	18" x 150 ft.	\$ 1.226	\$ 3678.00	+		= 6	3M # 7725-98	/6 /	1000	7775-9,
5792	6 Rolls	24" x 150 ft.	\$ 1.635	\$ 1471.50		9359	I Koll	12" x 150 ft.	\$ 1.05	13/.50	2 (2)
5357	1 Roll	36" x 150 ft.	\$ 2.4525	\$ 367.18	3-0596						:
					Continued						Continued

Traffic Part #	Est.	Description	Unit Price Per Foot	Total Price	Vendor Part #	Traffic Part #	Est.	Description	Unit Price Per Foot	Total Price	Vendor
• Yellow 5766	· Yellow Orange 5766 4 Rolls	Fluorescent Films (for Stop/Slow Signs) Pressure Sensitive 3M # 3483 1725- 404 24" x 150 ft.	p/Slow Signs)	\$ 2061.00	404-5211	1286	2 pkgs.	Arrow - StraighvLeft Fillet package of 4 3M # SMS 2905 L			
• Red Orange 5768 4	range 4 Rolls	Fluorescent Films (for Stop/Slow Signs) Pressure Sensitive 3M # 3484-715-414 24" x 150 ft.	p/Slow Signs)	\$ 2061.00	h1h-522L	• Yellow	2 Rolls	Pavement Marking Tapes 3M # 5731 4" x 360 ft.	81.1	5 849.60	Continues 5731
PART B SECTIO	PART B - NON-REFLECTIVE SH SECTION II - MISCELLANEOUS	PART B - NON-REFLECTIVE SHEETING SECTION II - MISCELLANEOUS				PART C SECTION	PAVEMENT ii - "SCOTCI	PART C - PAVEMENT MARKING MATERIALS SECTION ii - "SCOTCH-LANE" REMOVABLE PAVEMENT MARKING TAPES	VEMENT MARKIN	G TAPES	
• Transfer Tape 97008 25 F 97009 5 Re	r Tape 25 Rolls 5 Rolls	3M # TPM-5 6" x 300 ft. 15" x 300 ft. 3M # SCW82P1	\$ 0.2175	\$ 815.63	70M-5 70M-5	• White 3666 • Yellow	5 Rolls	Removable Pavement Marking Tapes 3M # 5710 4" x 360 ft. Removable Pavement Marking Tapes 3M # 5711	ing Tapes	\$ 2250.00	5710
PART C SECTION	- 5 KOIIS - PAVEMENT M N i - "STAMARK	98371 S KOIIS 24" x 300 ft. S 0. 3775 S 56.0 PART C - PAVEMENT MARKING MATERIALS SECTION 1 - "STAMARK" DURABLE REFLECTIVE PAVEMENT MARKINGS	S <u>0.377S</u> E PAVEMENT M.	\$ 566.25	SCW P2P	PART C-	10 Rolls PAVEMENT 1 iii - "STAMAI	2694 10 Rolls 4" x 360 ft. s 1.25 PART C. PAVEMENT MARKING MATERIALS SECTION III - "STAMARK" DURABLE MARKING ADHESIVE	s 1.25 Adhesive	\$ 4500.00	5711
• White 1688	2 Rolls 2 Rolls	Pavement Marking Tapes 3M # 5730 4" x 360 ft. 8" x 360 ft.	\$ 234	s 84960	5130	2264	2 Pails 5 Cans	Glue 20L-pail 3M # SP-44	s 199. 90/594 s 379.60	5 379.60	5/41
1274	2 pkgs. 2 pkgs.	age of of 2	\$ 189.24/04g	\$ 371.52	CSS 60300 SA			4L-can • 3M # 711	s 44.29/qul	\$ 22/.45	1111
1280	2 pkgs.	Arrow - Right package of 2 3M # CSS 6330-RA Arrow - Straight/Right Fillet package of 4 3M # SMS 2905 R		s 424.28	CS 6330 M						
					Continued						

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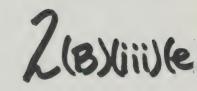
A. R. O.	
DAYS	4/4
Aaximum Delivery Lead Time 14	Discount If Awarded All Sections

By signing this document you are indicating that your company has clearly understood the Conflict of Interest clause and are confirming that such a conflict does not exist.

		15V 3Rb	ers -	Jusy Marsuge		866/ 9			
		NTWO	ffice Box numb	Jusy P	Please Print Name	Barnens 6, 1998	Date of Tender		
m		LONDON	de - No Post O	1 /	Please		Date		
COMPANY		T EAST	uding postal co		\				
3M CANTOA	ıpany	1840 OXFORD ST. FAST, LONDON ONT. NSV 3R6	Street Address of Company, including postal code - No Post Office Box numbers -	An Ore	gnature	2500	mber	6245	
311	Name of Company	0481	Street Addres:		Authorized Signature	64 4512500	Telephone Number	614 452 624S	FAX Number

NOTE: Even if you are NOT submitting a price, in order to remain on Bidders' List for this product or service, complete the above with your company's information and return by due date and time with a brief explanation why you are unable to bid. FAILURE TO RETURN WILL BE REASON TO DELETE YOUR COMPANY FROM OUR BIDDERS' LIST.





- RECOMMENDATION -

DATE: 1998 October 22

File No. TEC-291-98 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM: D. Lobo

Commissioner of Public Works and Traffic

SUBJECT: Confederation Park Bus Route - Bus Stop Installations

RECOMMENDATION:

(a) That the following Hamilton Street Railway (HSR) bus stops be installed:

Route #56 CONFEDERATION PARK:

Add - Northbound Centennial Parkway North, east side, 47 feet south of

Arrowsmith Road (N/S); and

Add - Northbound Centennial Parkway North, east side, 62 feet south of

Goderich Road (N/S); and

Add - Southbound Centennial Parkway North, west side, 19 feet north of

Goderich Road (N/S); and

Add - Southbound Centennial Parkway North, west side, 49 feet north of

Arrowsmith Road (N/S); and

(b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

thro for DI.

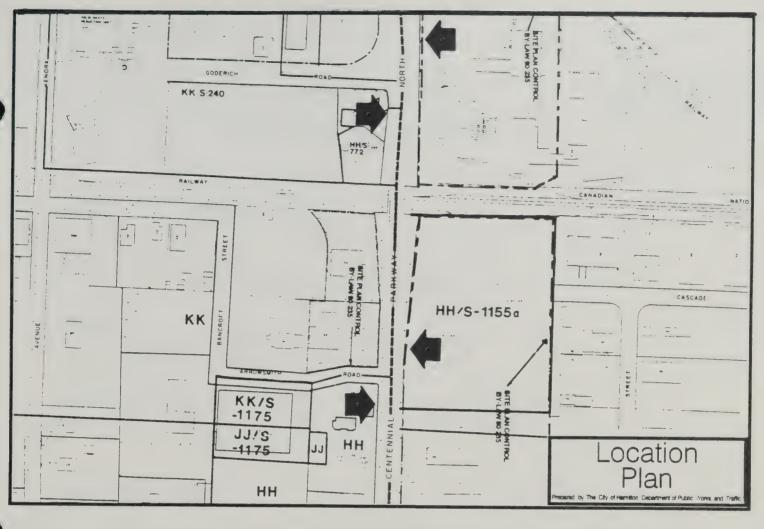
Sufficient funds are available in the 1998 operating budget to manufacturing, erecting and maintaining the required signs.

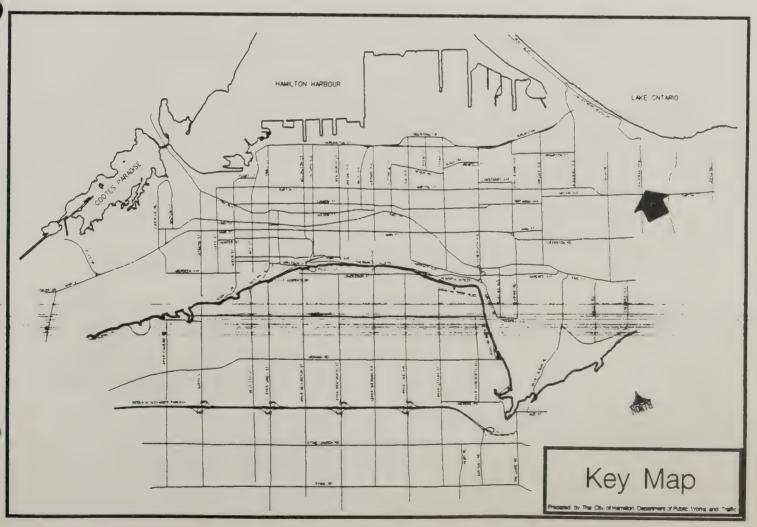
BACKGROUND:

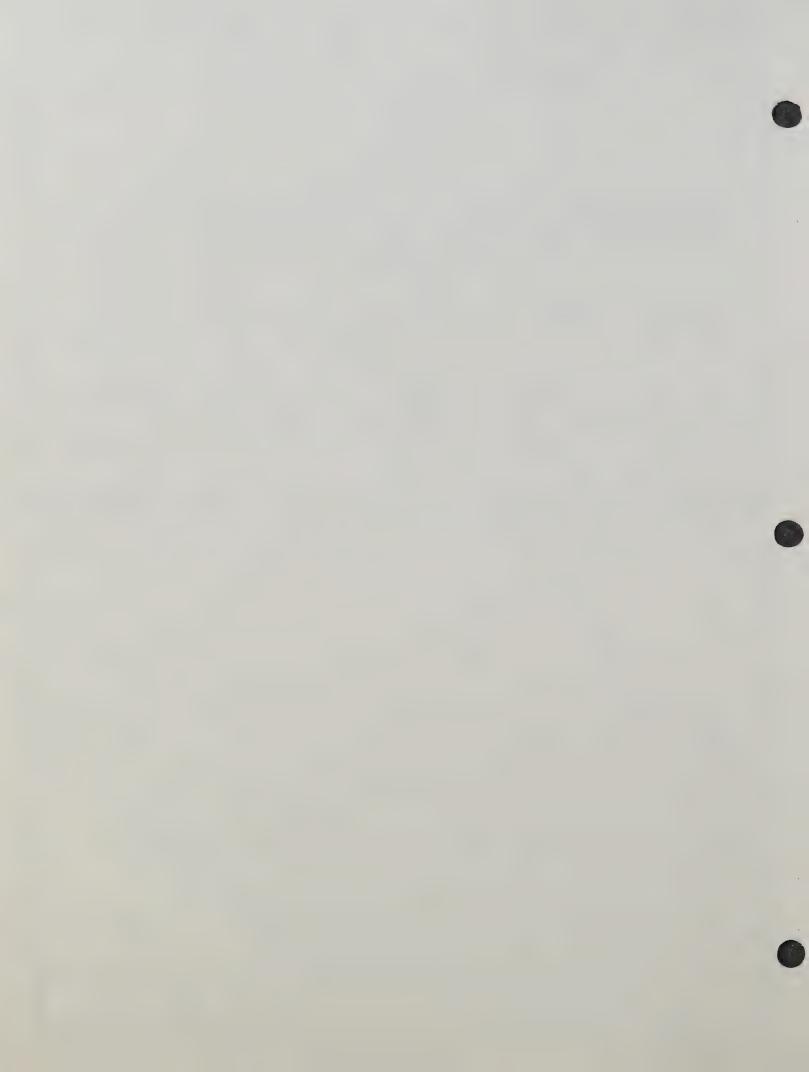
The Hamilton Street Railway has requested that the above-noted bus stops be installed in order to shorten the walking distance of customers from the surrounding neighbourhood. These stops were installed on a trial basis on 1998 June 06, and since that time, no concerns have been expressed regarding their placement.

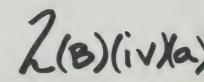
The subject bus stop locations are satisfactory from a traffic point of view. There will be no loss of on-street parking as these areas are presently signed with a "No Stopping" regulation.

CVB/MBH/kag









- RECOMMENDATION -

DATE:

1998 November 18

S609-01 G. McGuire

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works and Traffic Department of Public Works and Traffic

SUBJECT:

To incorporate certain City land into the alley running

east from Hughson Street and north of Main Street

by By-law (R-98-53)

RECOMMENDATION:

- a) That the City land being part of Lots 21, 22 and 23, Registered Plan 1431, designated as Part 5, on Plan 62R-10520 be incorporated into an existing 12 foot alley lying immediately north of said Lots 21, 22 and 23.
- b) That the By-law to carry out the incorporation of the said land into the foregoing alley be prepared to the satisfaction of the Corporate Counsel and be enacted by Council.
- c) That the Commissioner of Transportation be authorized and directed to register the By-law.

D. Vobo

Commissioner

Public Works and Traffic

E. M. Gill, P. Eng.

Ted Cin

Senior Director

Roads Division

Subject: To incorporate certain City Land into the alley running east from Hughson Street and north of Main Street by By-law (R-98-53)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Incorporating into Description of Land Financial

N/A

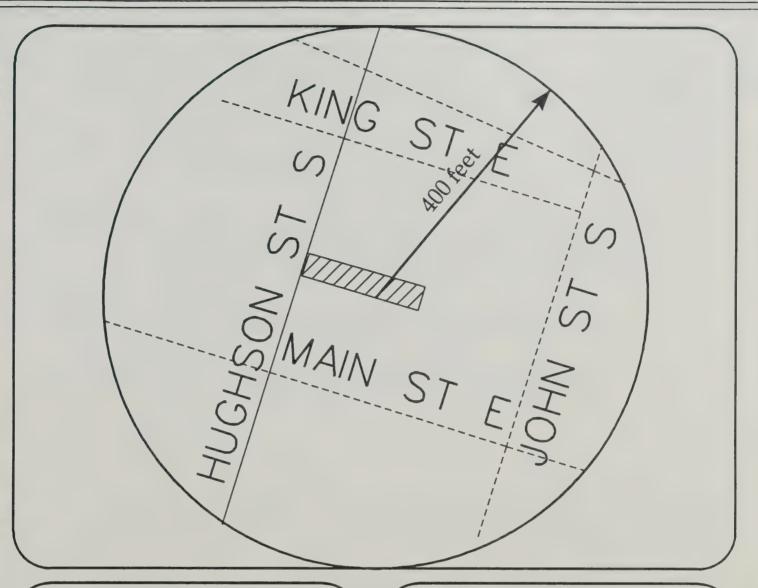
BACKGROUND:

In 1990, the City of Hamilton accepted the alley widening dedication from Canada Post Corporation as part of the redevelopment of the Post Office to a Court Facility. The Court Facility is now near completion. To facilitate vehicular access, it is necessary to incorporate City land into the public alley. This by-law has been prepared in a form that is satisfactory to the Corporate Counsel.

Street Name	being Incorporated	Implications	Incorporated	File No.
Alleyway on Registered Plan 1431	Part 5, on Plan 62R-10520	N/A	To widen the existing alley	S609-01

cb:GM

cc/H. Groen, Transportation Department cc/F. Angelici, Planning Department cc/M. Watson, Property Department



LOCATION PLAN

FOR PROPOSED ALLEY WIDENING

Regional Municipality of Hamilton-Wentworth Regional Transportation Department

LEGEND

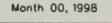


AREA OF PROPOSED ALLEY WIDENING

North

Scale Not to Scale Reference File No. T103-03(000)

Date Month 00 1998





FORM RP-98-1

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 98-

TO INCORPORATE CITY LAND DESIGNATED AS PART 5, ON PLAN 62R-10520 INTO AN EXISTING ALLEY

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Coporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as the alley running east from Hughson Street and north of Main Street, within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of the alley.

Part of Lots 21, 22 and 23, Registered Plan 1431, designated as Part 5, on Plan 62R-10520.

City of Hamilton

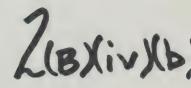
Regional Municipality of Hamilton-Wentworth

- 2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.
- 3. This By-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this 8th day of December A.D. 1998

Mayor

- RECOMMENDATION -



DATE:

1998 November 16

S705-26, P. Strong

REPORT TO:

Mr. Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Mr. D. Lobo

Commissioner of Public Works and Traffic

SUBJECT:

1998 Servicing Expenditures Related to Subdivisions (R-98-55)

RECOMMENDATION:

- a) That the portion of Section 9 of the 9th Report of the Transport and Environmental Services Committee adopted by City Council June 26 1990 which refers to the approval of engineering schedules for "Effort Gardens", Hamilton, be deleted.
- b i) That the revised submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in

"Effort Gardens - Phase 1, Hamilton

City's share \$ 86,049.68-, Owner's share \$ 781,439.32

ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Effort Gardens -Phase 1", Hamilton, as well as and any other related documents for these Subdivisions subject to the approval of the City Solicitor.

cont'd....

1998 November 16

1998 Servicing Expenditures Related to Subdivisions (R-98-55)

cont'd....

- iii) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.
- iv) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered the owner should be allowed to do so at their own risk provided that the owner enters into a standard agreement with the City of Hamilton for pre-servicing.

D. Lobo

Commissioner

of Public Works and Traffic

Leo Gohiel

Acting Commissioner

Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The net amount to be financed from all 1998 projects related to subdivision expenditures, including this recommendation is \$ 619,213.75. The 1998 Capital Budget includes a provision of a total of \$ 1.200,000.00 for the City's share of subdivision expenditures in 1998, composed of \$ 800,000.00 from City's Share of Services Through Unsubdivided Lands - Account Centre No. CH 002203 and \$ 400,000.00 from Reserve for Development Charges Account Centre No. CH 00212.

The total estimated cost of the City's share of services to be approved at this time for Effort Gardens – Phase 1 is \$86,049.68 which is associated with the above-ground works for the subdivision and a portion is recoverable, \$52,107.68 and \$33,942.00 which is for extra depth asphalt and is non-recoverable in the future.

BACKGROUND:

"Effort Gardens - Phase 1"

At its meeting of June 27, 1989, City Council approved the draft plan for "Effort Gardens". The owner, Hampshire Properties Inc. wish to proceed with the development of Effort Gardens - Phase 1 at this time. cont'd....

page 3

1998 November 16

1998 Servicing Expenditures Related to Subdivisions (R-98-55)

cont'd....

The development of "Effort Gardens - Phase 1" will result in the creation of 119 Lots for single family homes and 3 Blocks for future single family residential development. An estimate of costs has been prepared and it has been determined that there is a City share for this development.

The total estimated cost of the City's share of services to be approved at this time for Effort Gardens – Phase 1 is \$86,049.68 which is associated with the above-ground works for the subdivision and a portion is recoverable, \$52,107.68 and \$33,942.00 which is for extra depth asphalt and is non-recoverable in the future.

The lands of "Effort Gardens - Phase 1" are located east of Upper James Street and north of Stone Church Road East, in the Jerome Neighbourhood.

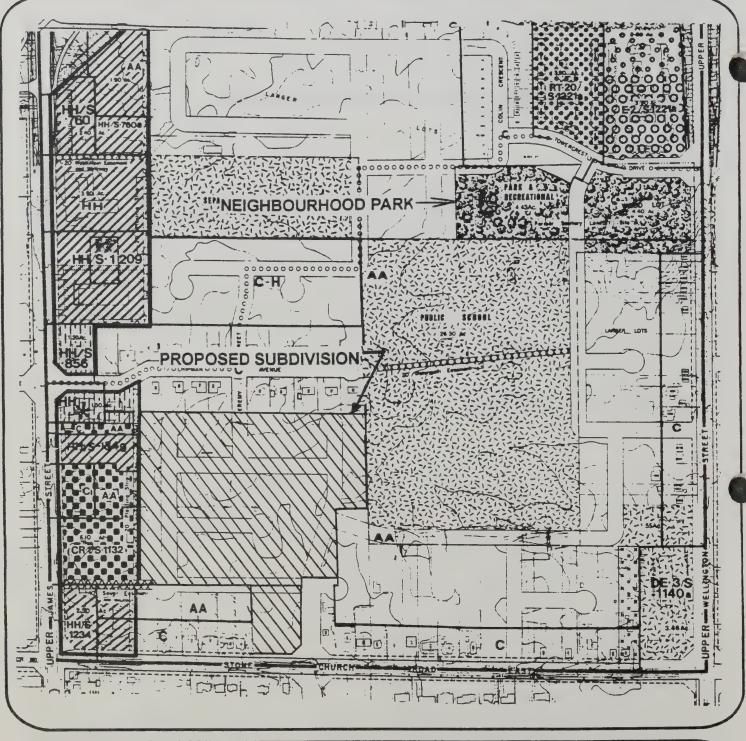
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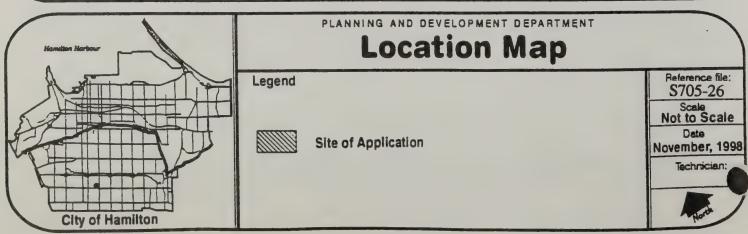
cc: Finance and Administration Committee
Att: Alderman B. Charters, Chairman
Att: Susan K. Reeder, Secretary

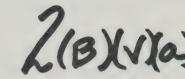
cc: Regional Environment Department Mr. Leo Gohier, Acting Commissioner,

cc: City Treasury Department
A.C. Ross, City Treasury Department
Att: N. Adhya, Manager of Budgets

A:\T&E\97-11-25/DISC







- RECOMMENDATION -

DATE:

1998 November 18

REPORT TO:

K. Christenson

Secretary, Transport and Environment Committee

FROM:

D. Lobo

Commissioner, Department of Public Works & Traffic

SUBJECT:

Rental of Additional Labour and Equipment for Snow Removal - 1997/98 - 1998/99 - 1999/2000

RECOMMENDATION:

That purchase orders be issued to April 30, 2000, for the rental of additional labour and equipment for snow removal, in accordance with the specifications issued by the Purchasing Division and vendor's tenders, detailed in the attached Schedule A, and that this expenditure be financed through the Hired Equipment Clearing Account No. CH56602 60999.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

At its meeting held on April 26, 1994, City Council approved a revamping of our tendering of contractor operated equipment for civic winter operations to a specified fee basis.

Under the specified fee format, in addition to the relevant terms and conditions, a ceiling cap was established for each type of equipment required. Bidders were allowed to set the hourly rental fee up to the ceiling cap. Bids over the cap are disqualified.

The ceiling cap was achieved by calculating a weighted average cost for all equipment types based upon the rates paid under the prior tender. A 5% reduction was then applied to the weighted average to establish the ceiling.

The specified ceiling cap format has been continued in this tender up to the year 2000 with a 2% per year increase allowed.

BACKGROUND:

The City of Hamilton employs a fleet of contractor owned and operated equipment in order to undertake the snow removal operations on City and Regional roads. There are many types of equipment required to complete the snow removal.

These additional types of equipment include graders, graders c/w wing, loaders c/w blade (min. Cat 950) and articulating loaders c/w blade (min. Cat 950) front end 4wd loaders (min. 580k Case) c/w blade.

By expanding hired equipment in conjunction with the City fleet of snow removal equipment, it will allow for a more cost efficient plowing operation. With the updated equipment, removal of snow from side streets and courts will occur in a more timely fashion and in the long run it will be more cost effective.

Today's format for tendering this equipment has reduced overall costs for the equipment by 5% from our previous process and has reduced the dramatic range in rental fees for similar equipment. In this fashion, all approved equipment operators are treated evenly with respect to the availability of work.

RG/rb Attach.

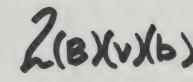
c.c. A. Ross, City Treasurer

c.c. C. Rendell, Purchasing Division

Motor Graders c/w Snow Plaugh				
& Snow Wing				
Hourly Rate Ceiling Cap	1998-99	1999-2000		
	\$160.00	\$164.00		
Name	Qty.	Rates	1998-99	1999-2000
E. Woytkiw Haulage Ltd.	1		\$160.00	\$164.0
NRG	. 2		\$160.00	\$164.0
Battaglia Contracting	2		\$160.00	\$164.0
Motor Graders Only				
Hourly Rate Ceiling Cap	1998-99	1999-2000		
	\$148.00	\$152.00		
Name	Qty.	Rates	4000.00	
Battaglia Contracting	2	Nates	1998-99	1999-2000
Danbill Equipment			\$148.00	\$152.0
Bill Price Grader Rentals	1		\$147.00	\$152.0
DVC Enterprises	1		\$148.00	\$152.0
			\$148.00	\$152.0
Rubber Tired Front End Loaders				
Min. 950 Cat or Equiv. c/w Blade				
Hourly Ceiling Cap	1998-99	1999-2000		
	\$135.00	\$138.00		
Name	Qty.	Rates	1998-99	1999-2000
Battaglia Contracting	2		\$135.00	\$138.00
Rubber Tired Articulating Loaders				
min. 950 Cat or Equiv. E/w Blade	 			
Hourly Ceiling Cap	1998-99	1999-2000		
	\$135.00	\$138.00		
Name	Qty.	Rates	4000.00	4000
T&H Truck Service	1	Rates	1998-99	1999-2000
Battaglia Contracting	2		\$135.00	\$138.00
			\$135.00	\$138.00
Rubber Tired 4WD Front End				
ouders Min 580K Case c/w Blade				
Hourly Ceiling Cap	1998-99	1999-2000		
	\$75.00	\$77.00		
	Qty.	Rates	1998-99	1999-2000
Name				. 500 2000
. Woytkiw Haulage Ltd.	1		\$75.00	\$77.00
Woytkiw Haulage Ltd. Serbula Construction Ltd.			\$75.00 \$75.00	\$77.00 \$77.00
. Woytkiw Haulage Ltd.	1		\$75.00 \$75.00 \$75.00	\$77.00 \$77.00 \$77.00







DATE:

1998 November 9

REPORT TO:

K. Christenson

Secretary, Transport and Environment Committee

FROM:

D. Lobo

Commissioner of Public Works & Traffic

SUBJECT:

Annual Supply and Delivery of Treated Sand

RECOMMENDATION:

That purchase orders be issued for the supply and delivery of treated sand as and when required for the 1998-1999, 1999-2000, 2000-2001 winter seasons by the Department of Public Works and Traffic in accordance with specifications issued by purchasing and vendors' tenders and be financed through stock materials account no. CH 56197 60999, as follows:

Washington Sand & Gravel

1998

1999

2000

Delivered by Truck

\$17.32/tonne

\$17.84/tonne

\$18.37/tonne

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The delivered price for treated sand in 1997 was \$16.32/tonne; the new prices of \$17.32/tonne, \$17.84/tonne, \$18.37/tonne being the lowest of three bids, represents an increase of 6%, 9%, 12% annually. The tender approach was a co-operative tender which included City of Hamilton, Region of Hamilton-Wentworth, Towns of Dundas, Glanbrook, Ancaster, Flamborough and City of Stoney Creek.

BACKGROUND:

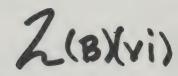
Approximately \$51,000 was spent in the 1997/98 winter season for this commodity, see spreadsheet attached for comparison prices.

The Department of Public Works and Traffic provides winter control services for all City and Regional roads within Hamilton. The treated sand acquired through this tender will be utilized for servicing City and Regional roads, recreation centres, schools, parks, fire stations, bus stops and the Lincoln Alexander Expressway within the City of Hamilton.

DL/RG/rb
Attachment

Description	Washingto	Washington Sand & Gravel	ravel	Blue Circl	Blue Circle Aggregates	es	Waterford	Waterford Sand & Gravel	avel
Mixtures	1998/99	1999/00	2000/01	1998/99	1999/00	2000/01	1998/99	1999/00	2000/01
1 to 3 1/2	\$12.56	\$12.94	\$13.32	\$14.49	\$14.99	\$15.79	\$15.86	\$16.17	16.49
1 to 5	\$10.38	\$10.69	\$11.01	\$11.95	\$12.55	\$13.00	\$13.71	\$13.98	14.29
1 to 10	\$7.14	\$7.35	\$7.57	\$8.88	\$9.31	\$9.75	\$10.84	\$11.05	\$11.27
Delivery costs									
(1-3.5 with delivery shown in italics)									
Ancaster	\$3.91	\$4.03	\$4.15	\$2.50	\$2.60	\$2.70	\$3.90	\$4.10	\$4.30
Mouding delivery	\$16.47	\$16.97	\$17.47	\$16.99	\$17.59	\$18.49	\$19.76	\$20.27	\$20.79
Dundas	\$3.54	\$3.65	\$3.76	\$3.00	\$3.10	\$3.15	\$4.10	\$4.30	\$4.50
* including delivery	\$16.10	\$16.59	\$17.08	\$17.49	\$18.09	\$18.94	\$19.96	\$20.47	\$20.99
Glanbrook	\$4.51	\$4.65	\$4.78	\$3.40	\$3.50	\$3.16	\$3.75	\$3.95	\$4.15
including delivery	\$17.07	\$17.59	\$18.10	\$17.89	\$18.49	\$18.95	\$19.61	\$20.12	\$20.64
Hamilton	\$4.76	\$4.90	\$5.05	\$3.45	\$3.50	\$3.55	\$4.50	\$4.70	\$4.95
Including delivery	\$17.32	\$17.84	\$18.37	\$17.94	\$18.49	\$19.34	\$20.36	\$20.87	\$21.44
Region of H-W	\$3.54	\$3.65	\$5.76	\$3.00	\$3.10	\$3.15	\$5.35	\$5.60	\$5.90
moluding delivery		\$16.59	\$19.08	\$17.49	\$18.09	\$18.94	\$21.21	\$21.77	\$22.39
Stoney Creek	\$4.84	\$4.99	\$5.13	\$3.85	\$3.95	\$4.00	\$4.50	\$4.70	\$4.95
including delivery	\$ \$17.40	\$17.93	\$18.45	\$18.34	\$18.94	\$19.79	\$20.36	\$20.87	\$21.44
Type of Sand Location of Quarries Terms of Payment	Natural Bright, Ont Net 30 days	Ø		Natural Brantford, Ont Net 30 days	int		Natural Waterford, Ont Net 30 days	Ont	

- RECOMMENDATION -



DATE: 1998 November 18

File No. TEC-310-98 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM: Doug Lobo

Commissioner of Public Works and Traffic

SUBJECT: Lease of Regional Lands at 77-79 Mary Street for the purpose

of operating two Municipal Car Parks

RECOMMENDATION:

(a) That the Regional Environmental Services Department be advised that the City wishes to renew the lease of Regional lands at 77-79 Mary Street for the purpose of operating two municipal car parks; and

(b) That Car Park No. 29, which occupies the property at 79 Mary Street, be closed

at least temporarily.

FINANCIALISTAFFING/LEGAL IMPLICATIONS:

Leasing the lands at 77-79 Mary Street from the Region costs only \$1.00 per year.

Closing the lot which occupies the property at 79 Mary Street will result in current budget savings in the order of \$13,000 annually.

BACKGROUND:

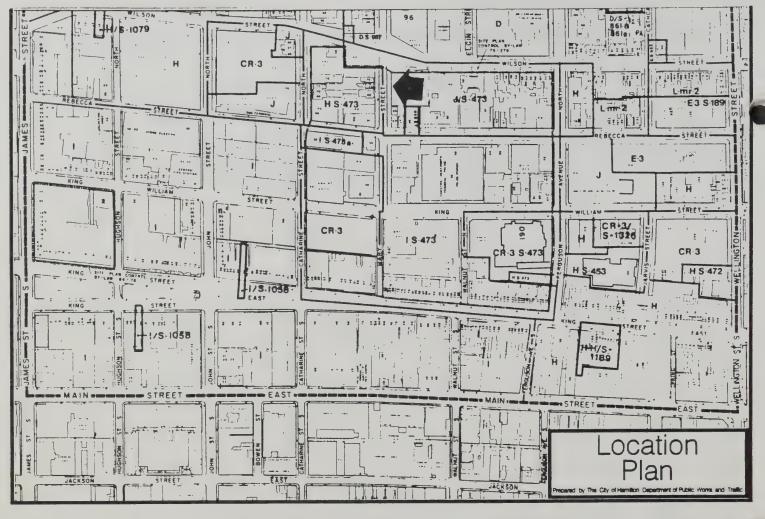
Since 1972, the City has leased the lands at 77-79 Mary Street from the Region for \$1.00 per year, for the purpose of operating two municipal car parks. The Region has advised that they have no other use for these properties at this time.

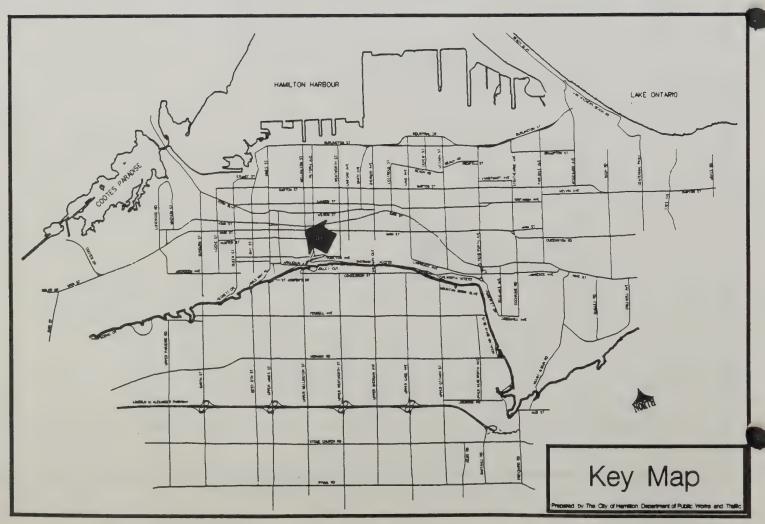
The portion of the parking lot which occupies the property at No. 77 Mary Street has expenses in the order of \$3,500 per year and revenues in the order of \$5,200 per year. The parking lot which occupies the property at 79 Mary Street has expenses in the order of \$15,000 per year and revenues in the order of only \$4,600 per year.

In view of the above, it would be appropriate to renew the lease with the Region for parking on these lands, but to close the parking lot which occupies the property at 79 Mary Street since this area is not a financially viable operation. All of the demand for parking can be accommodated in the lot at 77 Mary Street.

MBH/kag

Mary Street North CarPark #29 CarPark #71 79 Mary St. 77 Mary St. n Circled section to be closed. е e t 13 parking spaces 20 parking spaces





ZBXVIX61

CITY OF HAMILTON - RECOMMENDATION -

DATE: 1998 November 18

File No. TEC-306-98 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM: Doug Lobo

Commissioner of Public Works and Traffic

SUBJECT: Municipal Car Park No. 39A, 314 Grosvenor Avenue

North

RECOMMENDATION:

(a) That Municipal Car Park No. 39A, 314 Grosvenor Avenue North, be reopened on a trial basis for six months: and

(b) That staff be directed to report back on the financial viability of keeping this municipal car park open on a permanent basis at the end of the six month trial period; and

(c) That the Municipal Parking Facilities By-law 98-110 be amended to provide parking at the rate of \$0.50 per hour at this location.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Municipal Car Park No. 39A, 314 Grosvenor Avenue North, has been closed since 1995 as it was no longer a financially viable operation. Reopening the property and installing parking meters can be accommodated within the current budget while an assessment of the current financial viability can be undertaken.

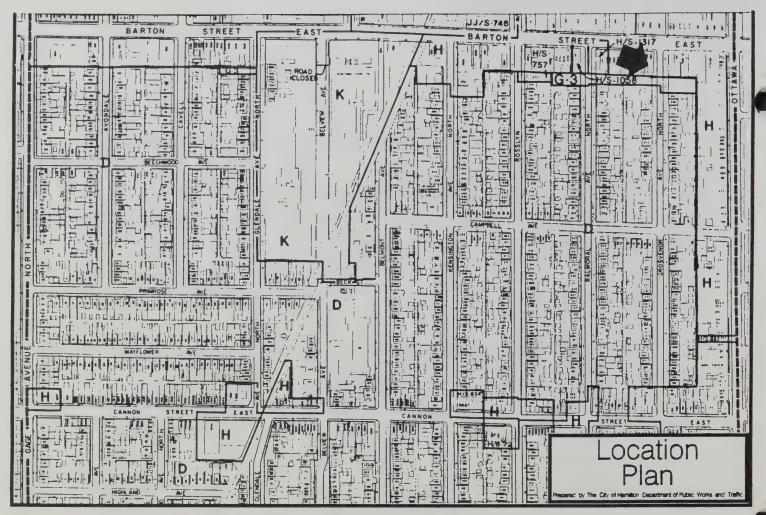
BACKGROUND:

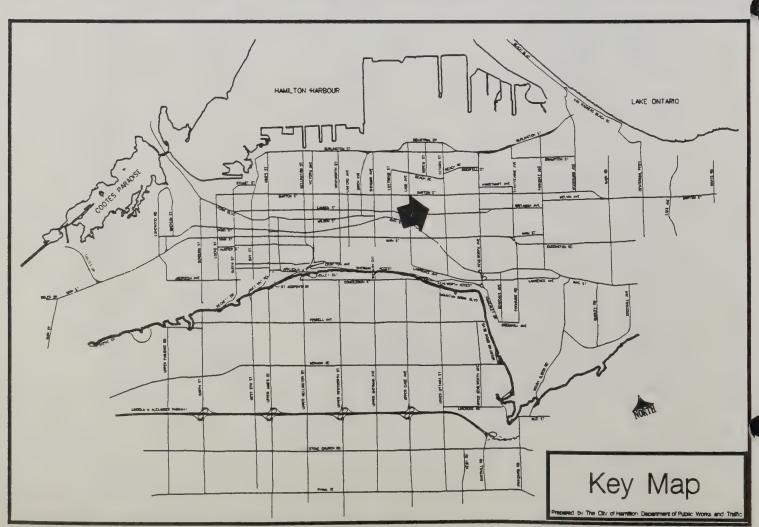
In late 1995, the former Hamilton Parking Authority advised the City Property Department that the municipal car park at 314 Grosvenor Avenue North (east side of Grosvenor, south of Barton), among others, were deemed surplus to the requirements of the Authority and the site was closed.

In response to a request by Mr. Ron Mack, owner of the new Oakwood Place at 1067 Barton Street East, staff has investigated the feasibility of reopening this car park. The new Oakwood Place will house a ground floor restaurant with seating capacity of 300 and a second floor banquet centre with seating for 400. The restaurant will open prior to Christmas and the Banquet Centre in April of 1999. Due to increased commercial activity, staff is of the opinion that it might be financially viable to operate a parking lot at this location under current conditions, and therefore recommends that the property be reopened for a six month trial period for a financial reassessment before committing to a permanent car park operation on this property.

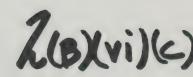
MBH/kag

BARTON STREET EAST 0, 2 266,





- RECOMMENDATION -



DATE:

1998 November 16

File No. TEC-280-98 / Author: M. Hazell

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

Doug Lobo

Commissioner of Public Works and Traffic

SUBJECT:

Car Park No. 7, Main Street East and Ferguson Avenue and Car

Park No. 8, King Street East and Jarvis Street – Rate Structures

RECOMMENDATION:

(a) That the parking rates at Car Park No. 7 (Main Street East and Ferguson Avenue South) and Car Park No. 8 (King Street East and Jarvis Street) be decreased as follows:

from \$1.10 per hour to \$0.50 per hour; and

- from \$64.49 per month to \$50.00 per month; and

(b) That a \$3.00 maximum daily rate be established for these lots; and

(c) That the Municipal Parking Facilities By-law 98-110 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1998 parking services budget to cover the costs of altering, erecting and maintaining the required signs as well as reprogramming the pay and display parking ticket machines.

The adjusted parking rates are designed to attract additional parkers into these facilities resulting in additional parking revenues.

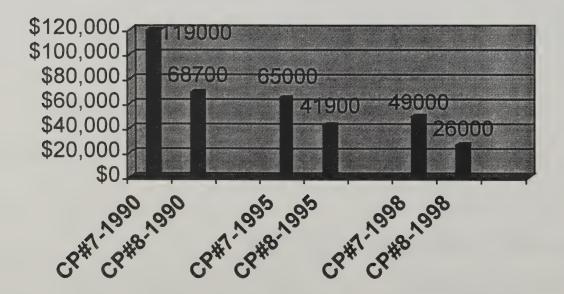
BACKGROUND:

From time to time, it is necessary to adjust the rates at municipal car parks in order to compete with the private parking operators and changing conditions. In 1997 and 1998, the City Council approved approximately 500 new on-street parking metered spaces in the downtown (a 150 percent increase in the number of spaces) and a decrease in the

hourly rate for on-street parking meters from \$1.00 per hour to \$0.50 per hour, as well as free parking after 6:00 p.m. on Thursday and Friday evenings. As expected, these on-street parking initiatives have had some negative effects on municipal car parks, but the overall parking strategy has been to provide abundant, convenient and reasonably price short-term on-street parking for shopping and business trips wherever traffic movement permits, and to encourage long-term parkers to use the off-street parking facilities.

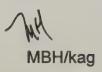
As can be seen from the table below, the annual revenues in Car Parks No. 7 (Main and Ferguson) and Car Park No. 8 (King and Jarvis) have been decreasing rapidly even prior to the increase in on-street parking meters. In an effort to attempt to attract some parkers back into these lots and to be able to compete with other private parking operators, it is recommended that the parking rates be reduced as indicated in the recommendation. Also, with the significant decrease in short-term parkers, it is now possible to offer daily parking rates in these lots.

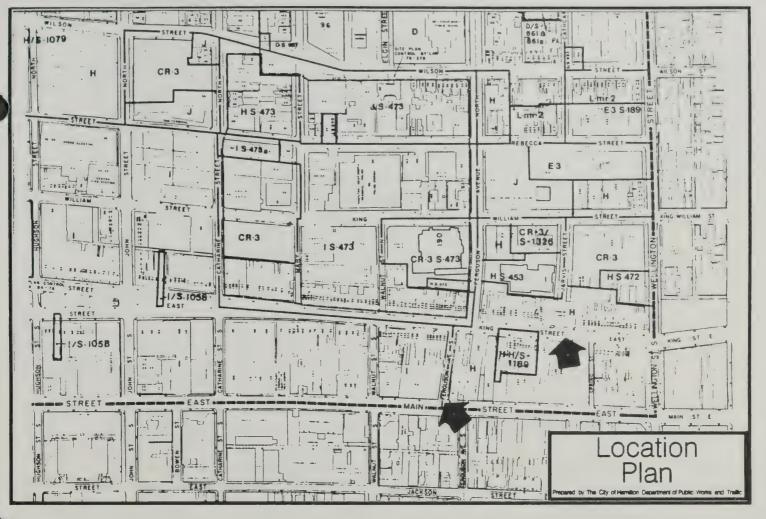
ANNUAL REVENUES AT CAR PARK NO. 7 AND CAR PARK NO. 8

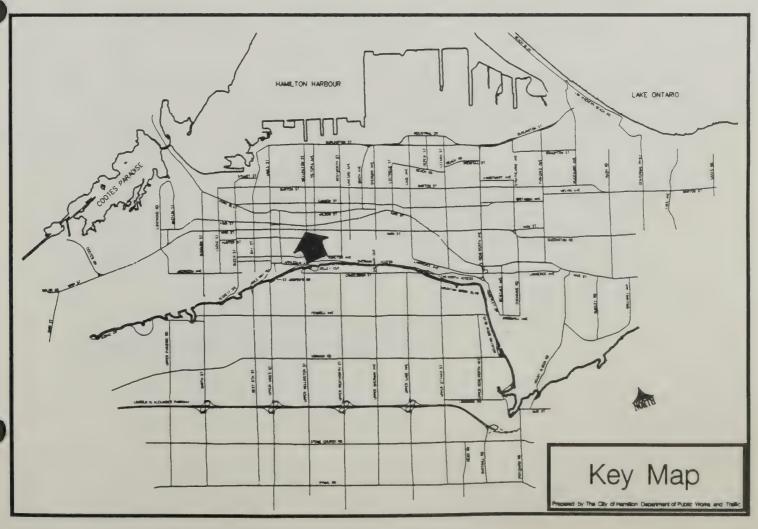


In May 1997, the City Council approved leasing a portion of the King and Jarvis lot to Royal Crest Life Care Facility which will generate approximately \$10,000 annually in revenue and which will assist in keeping this lot a viable business entity.

Failing a drastic increase in the number of parkers at the Main and Ferguson lot, short-term cost cutting options in the way this facility is operated will be reported. However, in the longer term, if a correctional facility results in the elimination of the large private parking lot on the south side of Main, west of Walnut, this municipal parking lot would be required and financial viability would be anticipated.

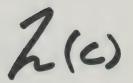








- RECOMMENDATION -



DATE:

1998 November 19

REPORT TO:

Kevin C. Christenson, Secretary

Transport and Environment Committee

FROM:

J. J. Schatz

Municipal Clerk

SUBJECT:

Bus Shelter Installation

Upper Wentworth Street at Mohawk Road East

RECOMMENDATION:

- (a) That approval be granted to the Hamilton Street Railway Company to enter into a Licence Agreement to construct and maintain a 5 foot by 11 foot bus shelter located on City lands on the north side of Mohawk Road East and Upper Wentworth Street (Sackville Hill Seniors' Centre), at an annual fee of \$1, be credited to Account No. CH 44104 31106 (Rent/Fees Civic Property); and,
- (b) That it be understood and agreed that the Hamilton Street Railway Company remove said bus shelter if required by the City for any purpose, given thirty (30) days written notice without reservation; and,
- (c) That it be understood and agreed that upon execution of the Transit Shelter Licence Agreement, the Hamilton Street Railway Company agrees to register said Agreement on Title to the City's lands and provide the City with a duplicate registered copy of said Agreement; and,
- (d) That the Mayor and Municipal Clerk be authorized and directed to execute the necessary Licence Agreement in a form satisfactory to the Corporate Counsel.

P.V. S.L.S

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

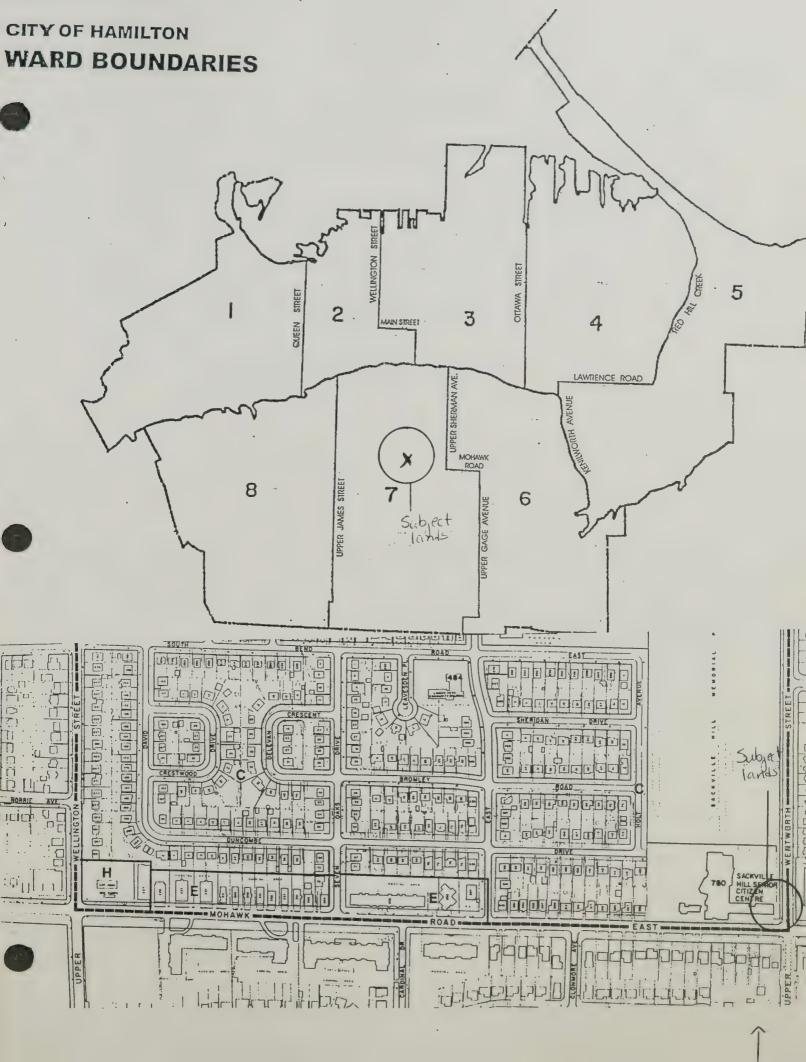
N/A

BACKGROUND:

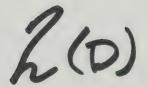
The Hamilton Street Railway Company has identified the subject location for the construction of a 5 foot x 11 foot bus shelter. The shelter would be of benefit to many people in the immediate neighbourhood and in particular with seniors using the Sackville Hill Seniors' Centre. The Culture and Recreation Department concur with this installation which will be located on the north side of Mohawk Road East approximately 166 feet from Upper Wentworth.

RJH/nw

- c.c. R. C. Roszell, Corporate Counsel
 - A. Ross, General Manager, Finance
 - K. M. Lau, Manager of Surveys, Roads Division
 - R. Fair, General Manager, Community Services
 - L. D. Turvey, P. Eng., Commissioner of Transportation Services







- RECOMMENDATION -

DATE:

November 30th, 1998

REPORT TO: Chairman and Members

Transport and Environment Committee

FROM:

Kevin C. Christenson, Secretary

Transport and Environment Committee

SUBJECT:

Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGALIMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Mad

Attachment



Information Reports

Transport and Environment Committee

Date	From	Subject	Date Distributed
Nov. 5 th	Doug Lobo, Commissioner of Public Works and Traffic	Free On-Street Metered Parking December 1998	1998 November 9 th
Nov. 17 th	Doug Lobo, Commissioner of Public Works and Traffic	1998 School Crossing Guard Awards Ceremony	1998 November 19 th
Nov. 24 th	Doug Lobo, Commissioner of Public Works and Traffic	Rental of Additional Labour and Equipment for Snow Removal 1997/1998 – 1998/1999 – 1999/2000	1998 November 24 th

Kevin C. Christenson, Secretary November 30th, 1998

